City of Richland
Comprehensive Plan:

Integrated Non-project Final Environmental Impact Statement

September 12, 2017

Prepared for:

City of Richland

Prepared by:

Oneza & Associates

With assistance from:

Anchor QEA

Integrated Non-project Final Environmental Impact Statement

Factsheet

Project Title:

Integrated Non-Project Final Environmental Impact Statement for the City of Richland 10-year Comprehensive Plan

Proposed Action and Alternatives:

The City is updating its Comprehensive Plan based on projected growth projections. Three alternatives were studied in the Draft Environmental Impact Statement (EIS), including a No Action Alternative and two Action Alternatives. The Urban Growth Area (UGA) boundaries would remain the same under all alternatives.

No Action Alternative
The No Action Alternative growth will occur based on the past trends. No land use change will occur to affect the growth pattern.

Alternative 2: Recommended Growth Target
Alternative 2 proposes changes in the Comprehensive Plan land use designations to accommodate Richland's 20-year population growth and capitalize on other development opportunities at Horn Rapids Northwest, City View West, and Columbia Point South.

Alternative 3: Recommended Growth Target High Density, Preferred Alternative
Alternative 3, the Preferred Alternative, proposes changes in the Comprehensive Plan land use designations similar to Alternative 2, with higher density land use designations proposed at Horn Rapids Northwest and City View West. Since the Draft EIS, Alternative 3 has been updated to change the proposed land use designation at Columbia Point South from Commercial Recreation to Urban Recreation, a less-intensive land use designation. The Natural Open Space land use designation surrounding the property will stay the same.

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Required Permits and/or Approvals:

Adoption of the Comprehensive Plan by the City of Richland Council; review by the Washington State Department of Commerce, as required by the GMA.

Authors and Principal Contributors:

This Integrated Non-Project Final EIS was prepared under the direction of the City of Richland Community Development Services. Research and analysis was provided by:

- Oneza & Associates, Lead Author
- Anchor QEA, LLC, Built and Natural Environment Analysis

Date of Final EIS Issuance:

September 12, 2017

Date of Draft EIS Issuance:

May 10, 2017

Date of Draft EIS Comments Due:

August 14, 2017

Public Meetings

Open House: March 20, 2017

Public Hearings: May 10, 2017; August 30, 2017

Final Action:

Council Adoption of the Comprehensive Plan Update is October 3, 2017 (subject to change)

Related Plans and Documents

- City of Richland Final Comprehensive Plan 2017 (August 30, 2017)
- City of Richland Final Comprehensive Plan Supporting Analysis (August 30, 2017)

A limited number of CD and hard copy EIS documents are available at the City of Richland Community Development Services at 840 Northgate Drive Richland, Washington 99352. The EIS is also available online at:

https://www.ci.richland.wa.us/departments/community-development-services/2017-comprehensive-plan-update

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Chapter 1. Overview

1.1. Introduction

The City of Richland (City) is updating its Comprehensive Plan (Plan) consistent with the Growth Management Act (GMA; Revised Code of Washington [RCW] 36.70A). Every 10 years, the City is required to update its Plan. Pursuant to the GMA, the City is required to complete the update by June 30, 2017. The Plan consists of goals, policies, and analyses of the following elements: economic, land use, transportation, utilities, capital facilities, and housing. It also includes parks and recreation, schools, municipal facilities, fire and emergency services, police services, telecommunications, and Irrigation District Facilities. The Plan guides decisions about development and growth within the City limits and in the Urban Growth Area (UGA). It is designed to help the City meet its long-term vision for growth. The updated document contains visions, goals and policies, and analyses. The Plan is also required to be consistent with the County-wide Planning Policies established for Benton County (Benton County 2017).

The City has determined this proposal is likely to have significant adverse impact of the environment. An environmental impact statement (EIS) is required under RCW 43.21C.030(2)(c) and will be prepared. Materials indicating likely environmental impacts can be reviewed at our office and at the project website at: www.ci.richland.wa.us/compplan.

1.2. What is an Integrated SEPA/GMA document?

In 1995, the Department of Ecology (Ecology) adopted amendments to the Washington State Environmental Policy Act (SEPA; Washington Administrative Code [WAC] 197-11-210) to authorize cities and counties planning under GMA to integrate the requirements of SEPA and GMA. These new rules (WAC 197-11-210 through 235) allow the environmental analysis required under SEPA to occur concurrently with and as an integral part of the planning and decision making under GMA. The City has decided to follow this course and incorporate the EIS discussion of the impacts of the Plan by SEPA into the Plan itself.

The integration of SEPA and GMA results in improved planning and project decisions from the environmental prospective. Just as GMA goals cannot be addressed without consideration of environmental factors, the goals of SEPA are benefited by the examination of the "big picture" and identification of mitigation to address cumulative impacts of development that occurs during GMA planning.

1.3. What is an EIS

An EIS is a document required under the SEPA that evaluates the possible impacts of a proposed action. Several different ways of achieving the goal must be explored and contrasted before a final option/alternative is chosen. The EIS alternatives provide a framework for analyzing impacts and making comparisons among different land use options.

This document discusses the current state of the City, presents two action and one no-action alternative for the future of the City, and analyzes expected changes under each alternative. No alternative should be considered definitive. This will allow decision makers, with input from residents, the opportunity to incorporate the better features of each alternative (if appropriate) into a recommended Plan.

1.4. What is this Process

First, the Responsible Official of the City determined an EIS was required. Once that occurred, the City issued a Scoping Notice to request public input on the scope of the document, including issues to be addressed, alternatives to be evaluated, and the level of detail to be provided. Once a final scope of work had been determined based on public comment, a draft EIS was prepared for public review and public comments were received. A public hearing was also held to solicit public input. This Final EIS document contains all the corrections, responses, and public comments received.

1.5. Background information on GMA

In 1990, the Washington State Legislature recognized that uncoordinated and unplanned growth was reducing the quality of the environment and of life in many areas of the State, and so adopted the GMA. The overall goal of this legislation is to provide a managed framework for growth and development throughout Washington State. There are 14 goals in GMA as follows:

- Urban growth: Encourage development in urban areas where adequate public facilities exist or can be provided.
- Reduce Sprawl: Reduce inappropriate conversion of undeveloped land into sprawling, low-density development.
- Transportation: Encourage efficient multimodal transportation systems based on regional priorities.
- Housing: Encourage the availability of affordable housing to all economic segments of the population.
- Economic Development: Encourage economic development consistent with adopted Plans, promote economic opportunity for all citizens, especially for the unemployed and the disadvantaged, and encourage growth in areas experiencing insufficient economic growth, all within the capacity of the state's natural resources, public services and public facilities.
- Property Rights: Protect property rights from arbitrary or discriminatory actions.
- Permits: Process permits in a timely and predictable manner.
- Natural Resource Industries: Conserve timber, agricultural, and mineral resource lands.
- Open Space and Recreation: Retain open space and enhance recreational opportunities.
- Environment: Protect the environment and enhance air quality and availability of water.
- Citizen Participation and Coordination: Foster early and continuous public participation in the planning process.
- Public Facilities and Services: Provide adequate public facilities and services to serve new growth.
- Historic Preservation: Encourage historic preservation.

Shoreline Management: Incorporate the goals and policies of the Shoreline Master Program (SMP) into the Plan.

In order to attain these goals, cities and counties planning under GMA are required to develop Plans addressing land use, transportation, housing, utilities, and capital facilities for the next 20 years. Plans are required to be updated every 10 years.

1.6. Location

The proposal includes the City limits and UGA boundary. The City of Richland, Washington, is in Benton County at the confluence of the Yakima and Columbia rivers, in the geographic region known as the Mid-Columbia Basin. Richland and the nearby communities of Pasco and Kennewick are commonly called the Tri-Cities. The planning area is bordered on the north side by Hanford Nuclear Reservation, on the south by the City of Kennewick and Benton County, on the east by the Columbia River, and on the west by the Yakima River and the City of West Richland. The Yakima River delta has shaped the City's growth into two areas, north and south sides of the City.

The Tri-Cities area is the largest metropolitan area between Spokane, 145 miles to the northeast, and Seattle, 220 miles to the northwest. Boise, Idaho, is situated 300 miles southeast of Tri-Cities. Because of its location, the Tri-Cities metro has become a major transportation and commercial hub for travelers, and commodities in the Pacific Northwest. Figure 1-1 shows the City regional context.

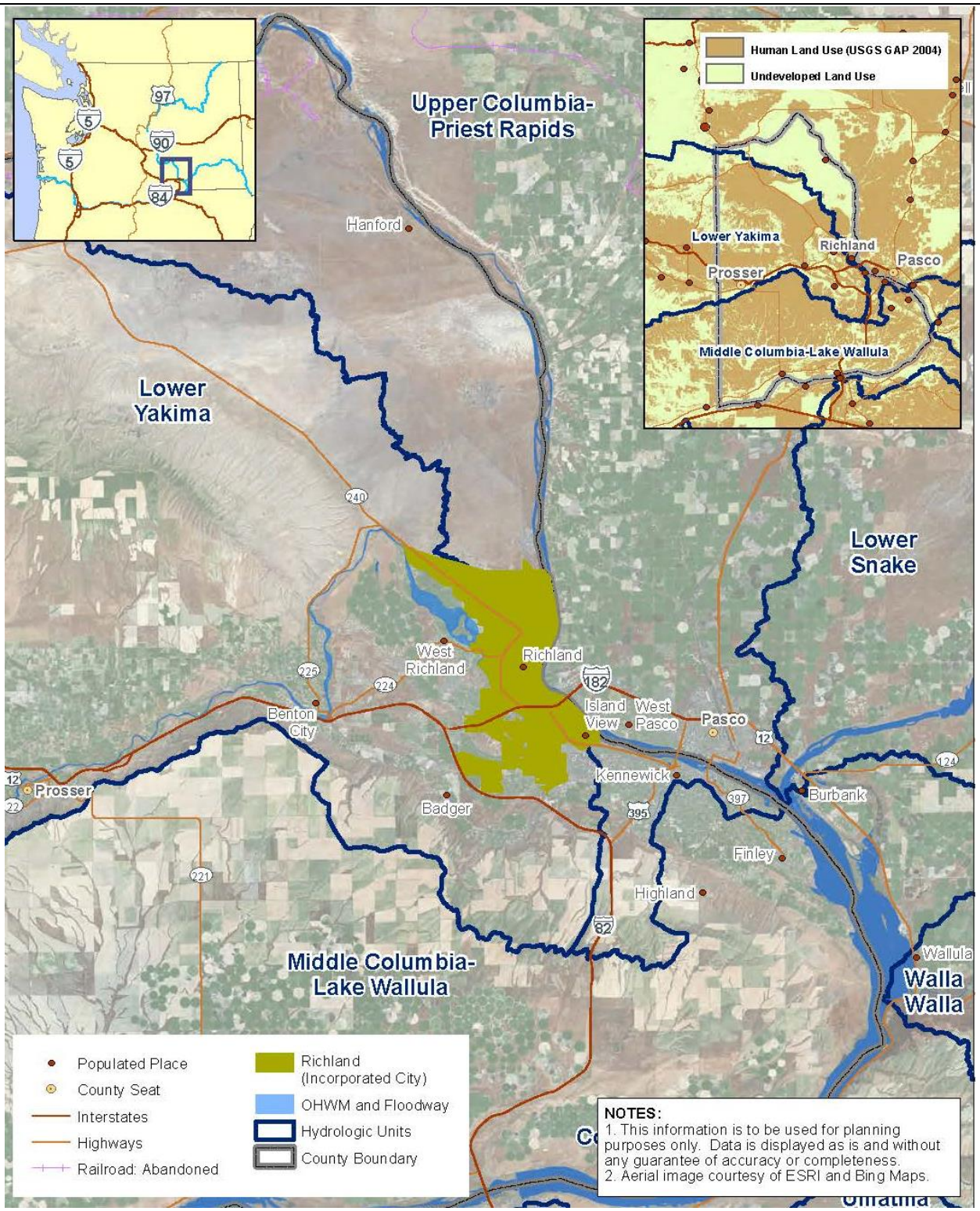


Figure 1-1. Regional Context

1.7. Summary of the Proposal

Richland's Plan includes major planning components, visions, goals, policies, and analyses. A vision is a collective value and target of a community; it is what a community wants to become. Goals are like individual points on the targeted vision. They articulate what we hope to achieve. Policies define how we accomplish the goals. Regulations are codes and ordinances that implement policies. There are six key elements in the Plan: 1) economic development; 2) land use; 3) housing; 4) transportation; 5) utilities; and 6) capital facilities. The Capital Facilities Element includes parks and recreation, schools, municipal facilities, fire and emergency services, police services, telecommunications, and Irrigation District Facilities. The Plan guides decisions about development and growth within the City's UGA. It is designed to help the City meet its long-term vision for growth. Goals and policies are included in relevant elements in order to ensure they carry out the vision of the community.

A Public Participation Plan was adopted by the City. The City provided multiple opportunities for public involvement in the form of public workshops, topic group discussions, open houses, citizen surveys, etc. The City established a Plan webpage to disseminate information to, and gather input from, the public. The City reached out to agencies such as Pacific Northwest National Lab, Richland School District, Columbia Basin College, and Benton Franklin Council of Government. The City also held Planning Commission and Council workshops. The Plan's goals and policies reflect the input received from the public.

1.8. Scope of Review

This Integrated EIS analyzes, at a programmatic level, the potential impacts on the following elements of the environment identified through the scoping process.

- Earth
- Surface Water
- Plants and Animals
- Land Use
- Shoreline Use
- Population, Housing, and Employment
- Parks and Recreation
- Transportation
- Public Services and Utilities
- Heritage Conservation

Chapter 2. Alternatives

2.1. Description of EIS Alternatives

The City is proposing three alternatives based on projected future growth patterns. Alternative 1, No Action, calls for keeping the City's existing Plan without modifications. Alternative 2, Recommended Growth Target, allows for changes in the Plan to accommodate the 20-year population growth projection for Richland allocated by the Office of Financial Management (OFM). Alternative 3, Recommended Growth Target High Density, is similar to Alternative 2, with consideration for a growth pattern of higher density.

2.2. How the Alternatives Were Developed

For the Draft EIS, the City conducted multiple visioning workshops with the public, Planning Commission, and City Council to develop the alternatives. An online survey was also available to offer input on multiple issues. Public input was gathered in accordance with the adopted Public Participation Plan. Multiple ways of outreach include:

- Online, television, and mail
- Public meetings
- Council and Commission workshops
- Online survey
- Topic group discussion
- Other agency coordination

Key topics to address in the Plan were gathered during the outreach process. These include community and neighborhood character, economic development, land use and growth, housing and neighborhood, transportation, open space and natural areas, public participation/communication, urban design and culture, sustainability, parks and recreation, facilities, utilities, public safety, and education.

Following publication of the Draft EIS, Alternative 3, the Preferred Alternative, was updated based on input received during the public comment period. Comments on the Plan and the Draft EIS were incorporated into both and are reflected in this Final EIS.

2.3. The Alternatives

2.3.1. Alternative 1: No Action

SEPA requires an EIS study to contain a "no action" alternative. This alternative would maintain the City's existing Plan without modifications. This means growth will occur based on the past trends. No land use change will occur to affect the growth pattern. The UGA will remain the same. Limited policy changes may be needed to maintain consistency with the GMA and the Countywide Planning Policies.

The existing land use distribution in the City is shown in Figure 2-1 and described in Table 1. Draft EIS Chapter 2 includes a more detailed description of Alternative 1.

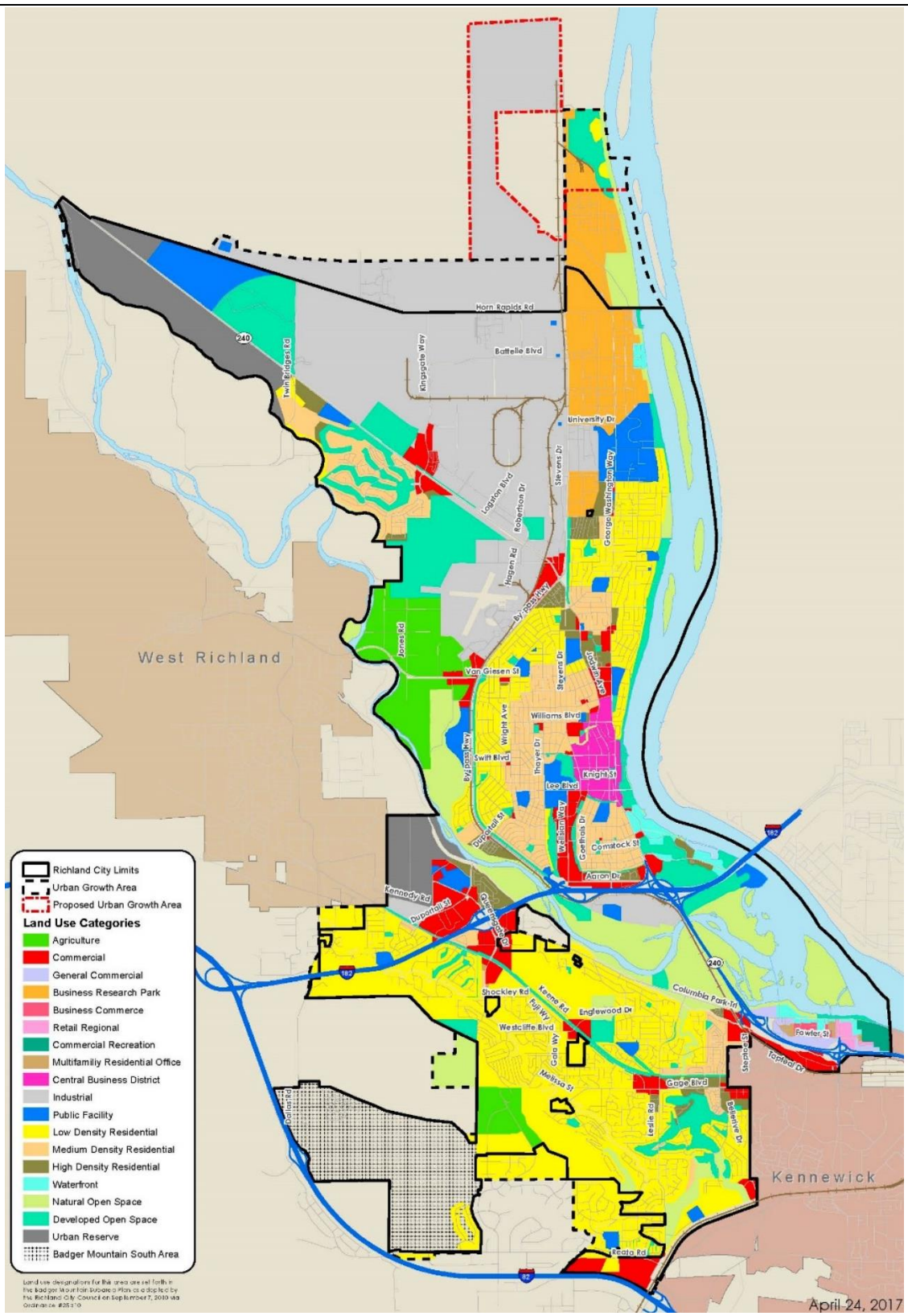


Figure 2-1. No Action Alternative

Table 1: No Action Land Use Acreage

Land Use Designation	City Limits (acres)	Area within UGA (acres)	Total Acreage[1]	% of Total
Residential				
Low Density Residential	4,598	689	5,266	18.15
Medium Density Residential	1,427		1,427	4.90
High Density Residential	530		530	1.82
Badger Mountain South	1,431		1,431	4.91
Commercial				
Business Commerce	28		28	0.10
Central Business District	222		222	0.77
Commercial	1,046	16	1,062	3.70
General Commercial	79		79	0.28
Regional Retail	31		31	0.11
Waterfront	140		140	0.49
Commercial Recreation	50		50	0.17
Public Lands/Open Space				
Developed Open Space	2,170	144	2,314	7.62
Natural Open Space	2,154	322	2,476	8.52
Public Lands/Facilities				
Public Facility[2]	1,014	27	1,041	3.63
Industrial				
Business Research Park	750	437	1,084	3.78
Industrial[3]	5,374	1,050	6,424	22.39
Mixed Use Designations			0	
Agricultural	903		903	3.15
Residential Office	21		21	0.07
Urban Reserve	1,214		1,214	4.23
Public Service Lands				
Rights of Way	2,947	163	3,110	10.84
Total	**25,846**	**2,848**	**28,694**	**100.00%**

[1] Does not include water area.
[2] Public facilities lands include public school sites, Washington State University (WSU) campus, City-owned facilities, and cemeteries.
[3] Includes proposed UGA expansion area related to Department of Energy land transfer

2.3.2. Alternative 2: Recommended Growth Target

This alternative allows for changes in the Plan to accommodate the Richland 20-year population growth and to capitalize on other development opportunities.

It includes considering land use, transportation, and policy changes in the Plan to gain an increase in development capacity within the undeveloped and infill areas of the City. The updated vision, goals, and policies will reflect the City's current and future objectives.

The land use distribution in Alternative 2 is shown in Table 2 and Figures 2-2 through 2-4. Draft EIS Chapter 2 includes a more detailed description of Alternative 2.

Table 2: Alternative 2 Land Use Acreage

Land Use Designation	City Limits (acres)	Area within UGA (acres)	Total Acreage[1]	% of Total
Residential				
Low Density Residential	5,004	689	5,693	19.84
Medium Density Residential	1,468		1,468	5.12
High Density Residential	548		548	1.91
Badger Mountain South	1,431		1,431	4.99
Commercial				
Business Commerce	28		28	0.10
Central Business District	222		222	0.76
Commercial	1,087	16	1,103	3.85
General Commercial	79		79	0.28
Regional Retail	31		31	0.11
Waterfront	140		140	0.49
Commercial Recreation	150.2		150.2	0.52
Public Lands/Open Space				
Developed Open Space	1,977	144	2,121	7.39
Natural Open Space	2,166	322	2,488	8.669
Public Lands/Facilities				
Public Facility[2]	1,021	27	1,048	3.60
Industrial				
Business Research Park	647	437	1,084	3.78
Industrial[3]	5,374	1,050	6,424	22.39
Mixed Use Designations			0	
Agricultural	903		903	3.10
Residential Office	21		21	0.07
Urban Reserve	612		612	2.13
Public Service Lands				
Rights of Way	2,937	163	3,100	10.80
Total	**25,846**	**2,848**	**28,694**	**100.00%**

[1] Does not include water area.
[2] Public facilities lands include public school sites, WSU campus, City-owned facilities and cemeteries.
[3] Includes proposed UGA expansion area related to Department of Energy land transfer

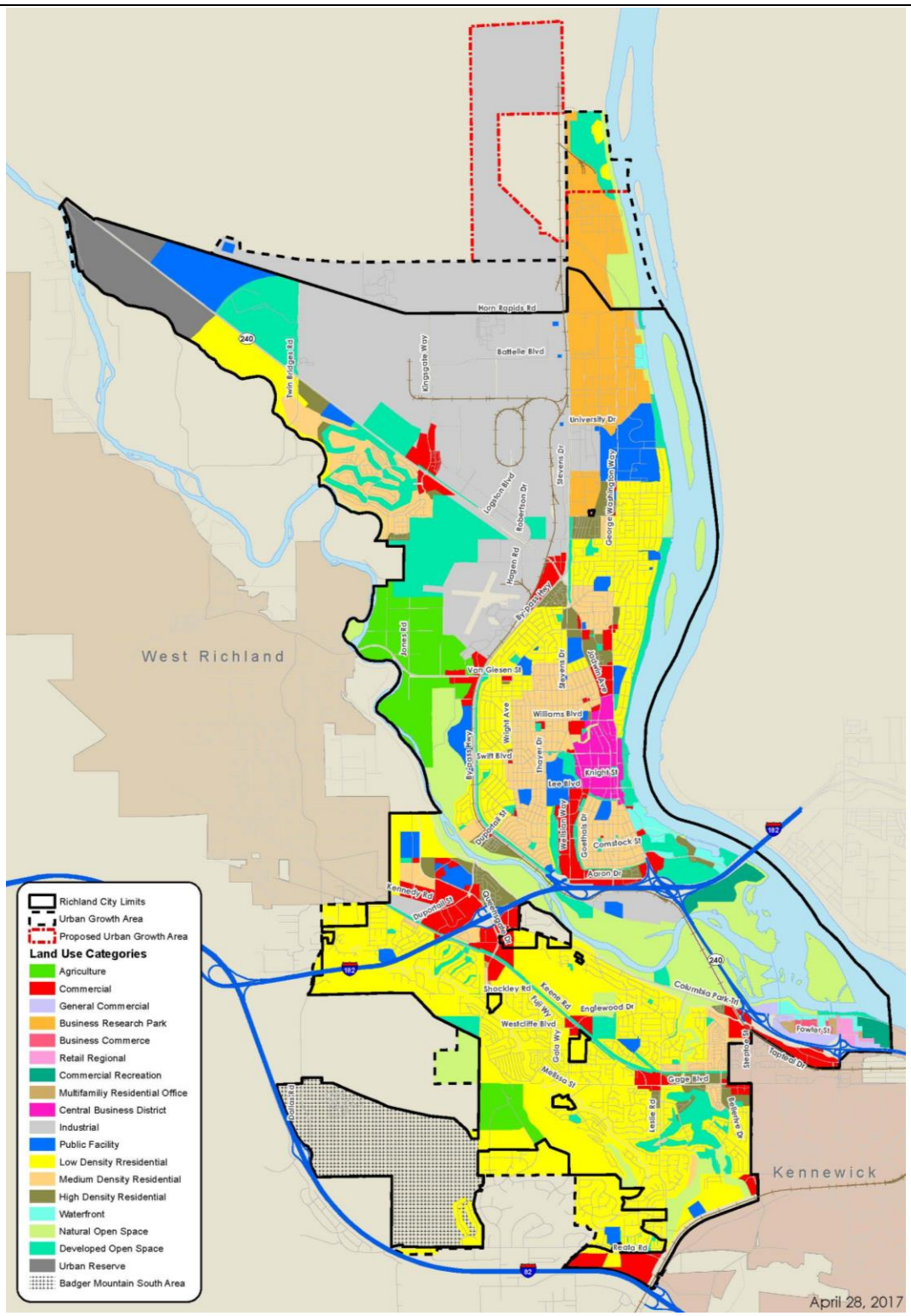
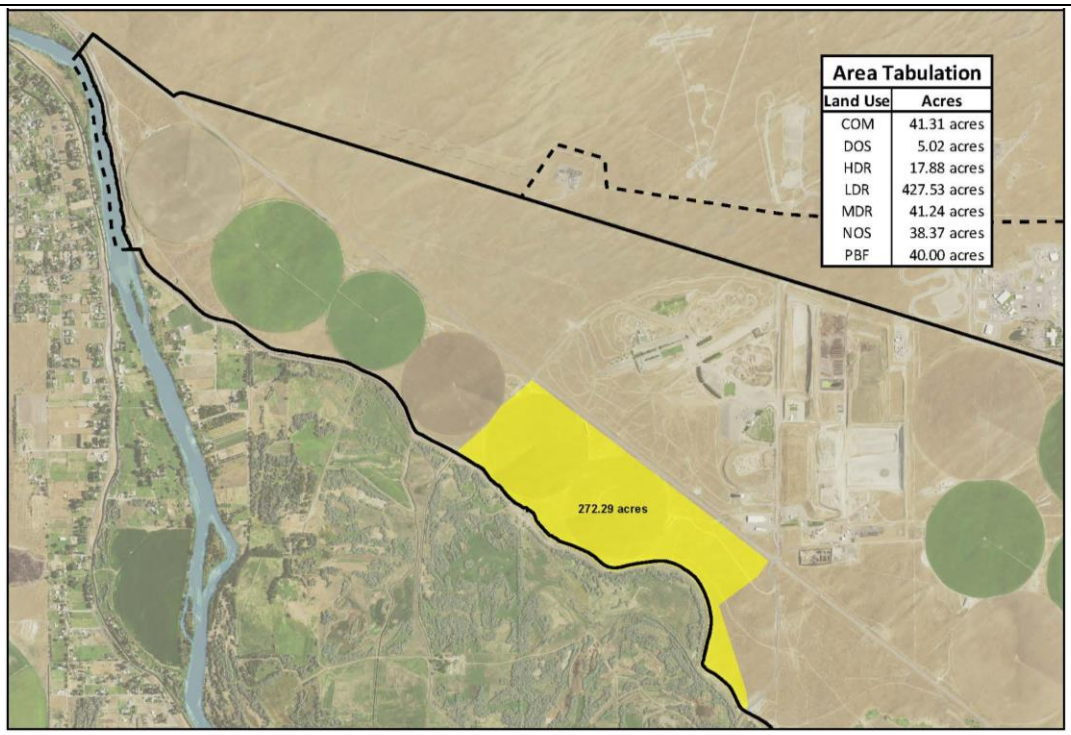


Figure 2-2. Alternative 2: Recommended Growth Target



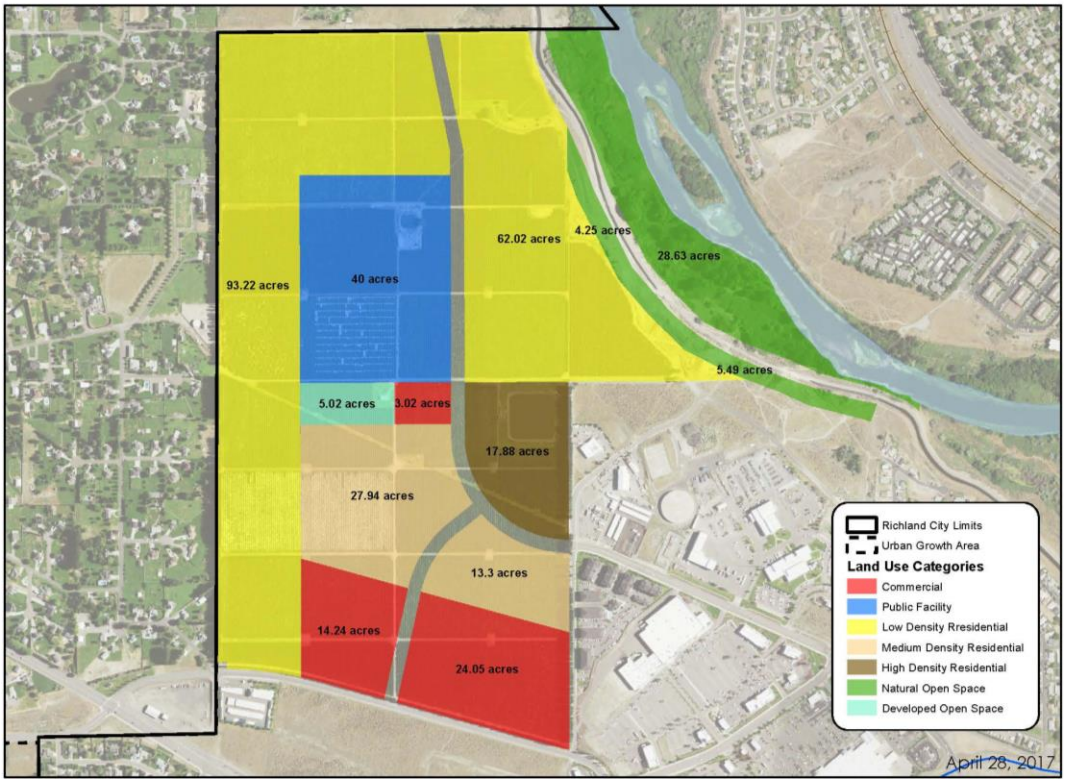


Figure 2-3. Alternative 2: Horn Rapids Northwest and City View West

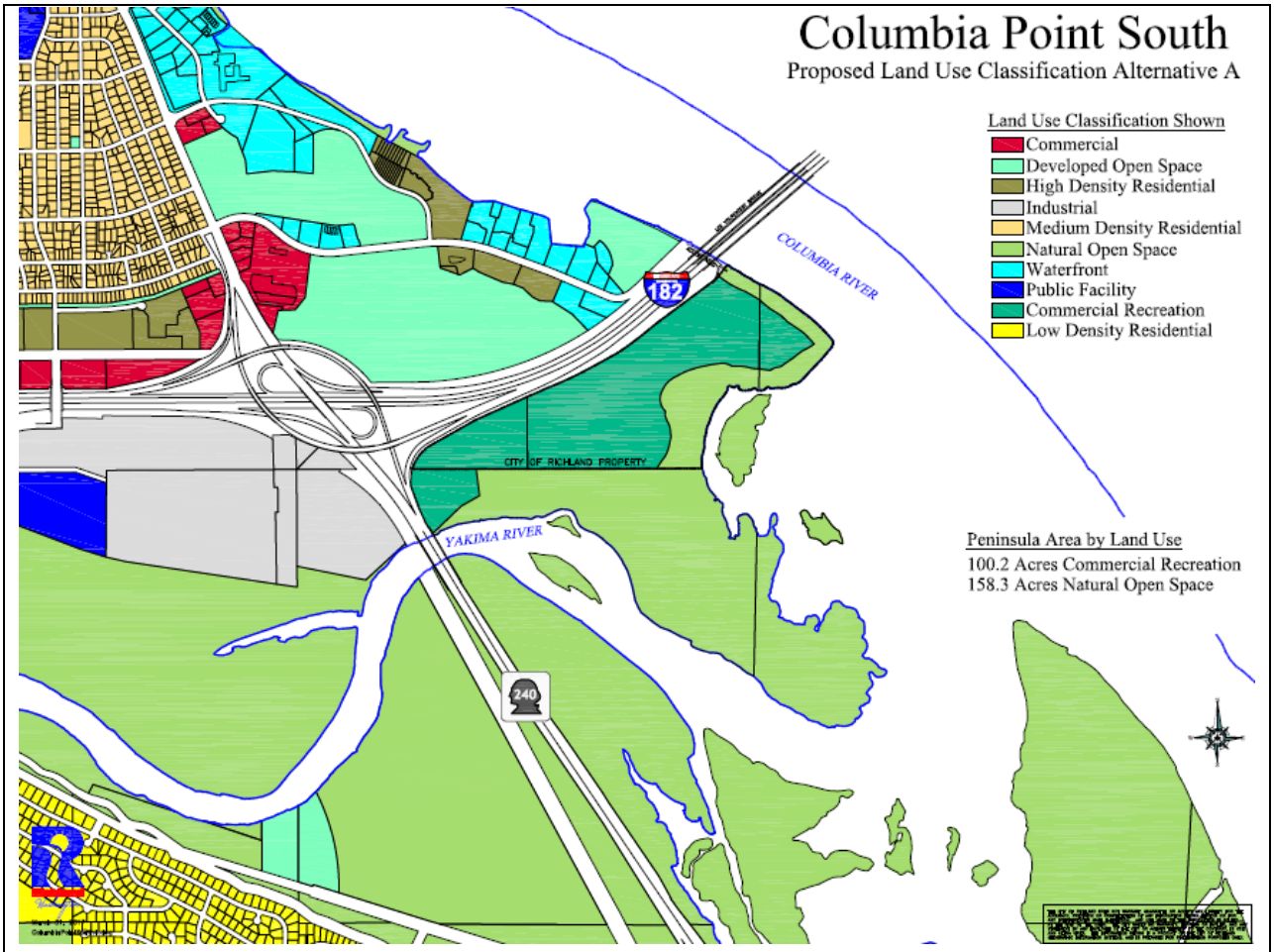


Figure 2-4. Alternative 2: Columbia Point South

2.3.3. Alternative 3: Recommended Growth Target High Density, Preferred Alternative

This alternative allows for changes in the Plan to accommodate the Richland 20-year population growth projection, and to capitalize on other development opportunities. It includes considering land use, transportation, and policy changes in the Plan to gain an increase in development capacity within the undeveloped and infill areas of the City. It will also consider new development in the City's Urban Reserve land adjoining State Route (SR) 240 in north Richland, west of City View in south Richland and in Columbia Point South. It will consider land use and policy change in order to maintain consistency with the GMA and the Countywide Planning Policies and to accommodate growth.

Under the Land Use Element in this Alternative, the Horn Rapids Northwest area will change 230 acres of existing Urban Reserve land to Low Density Residential land, and 42 acres of existing Urban Reserve land to Medium Density Residential land. The City View West area will change 330 acres of existing Urban Reserve land, and 10 acres of right-of-way land, to a mix of Low, Medium, and High Density Residential, Commercial, Public Facility, and Developed and Natural Open Space land uses. This alternative meets the target growth at a higher density by adding 486 acres of residential land, 40 acres of Public Facility land, and 41 acres of Commercial Land. It will add 38 acres of Natural Open

Space and 5 acres of park land under Developed Open Space. This alternative will have more High and Medium Density Residential land uses compared to Alternative 2.

In the Columbia Point South area, about 33 acres of Public Facility land, and 72 acres of Developed Open Space land use will change to 89 acres of Urban Recreation and the remainder of the area to Natural Open Space land use (16 acres). Natural Open Space land will be added along the shoreline.

The updated land use distribution in Alternative 3 is shown in Table 3. No additional changes are anticipated in the UGA.

Table 3: Alternative 3 Land Use Acreage

Land Use Designation	City Limits (acres)	Area within UGA (acres)	Total Acreage[1]	% of Total
Residential				
Low Density Residential	4,950	689	5,639	19.65
Medium Density Residential	1,494		1,494	5.21~~2~~
High Density Residential	564		564	1.97
Badger Mountain South	1,431		1,431	4.99
Commercial				
Business Commerce	28		28	0.10
Central Business District	222		222	0.77
Commercial	1,101	16	1,103	3.89
General Commercial	79		79	0.28
Regional Retail	31		31	0.11
Waterfront	140		140	0.49
Commercial Recreation	50		50	0.17
Public Lands/Open Space				
Developed Open Space	1,978	144	2,122~~1~~	7.39
Natural Open Space	2,185	322	2,507	8.74
Urban Recreation	80		80	0.28
Public Lands/Facilities				
Public Facility[2]	1,021	27	1,048	3.65
Industrial				
Business Research Park	646.5	437	1,083.5	3.78
Industrial[3]	5,374	1,050	6,424	22.39
Mixed Use Designations			0	
Agricultural	903		903	3.15
Residential Office	21		21	0.07
Urban Reserve	611		611	2.13
Public Service Lands				
Rights of Way	2,937	163	3,100	10.80
Total	**25,846**	**2,848**	**28,694**	**100.00%**

[1] Does not include water area.
[2] Public facilities lands include public school sites, WSU campus, City-owned facilities, and cemeteries.
[3] Includes proposed UGA expansion area related to Department of Energy land transfer

All other elements in this alternative remain the same as Alternative 2, except for the Housing Element. A variety of housing opportunities are provided through higher density residential land use in this alternative for Horn Rapids Northwest and City View West areas. Draft EIS Chapter 2 includes a more detailed description of the alternatives.

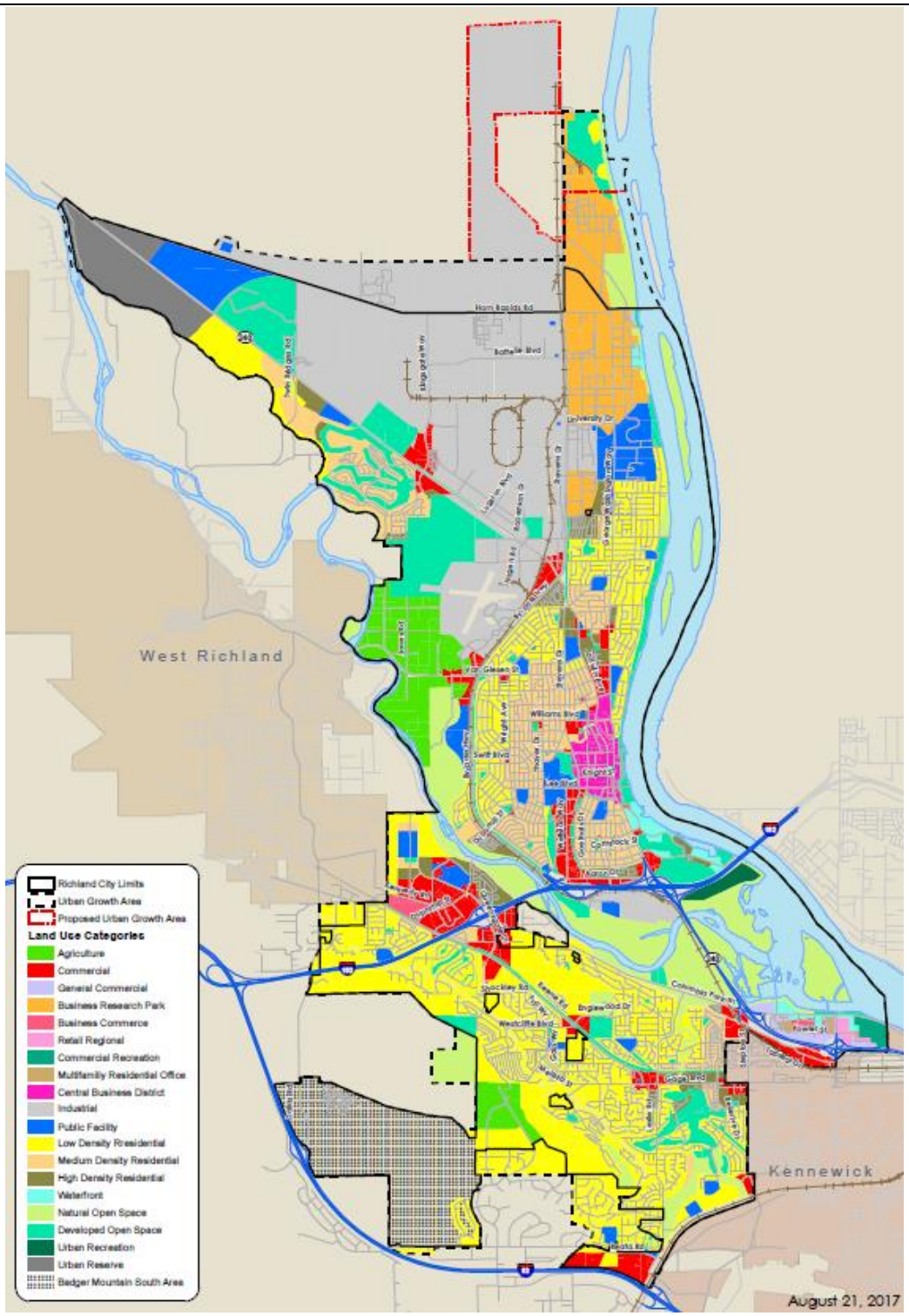


Figure 2-5. Alternative 3: Recommended Growth Target High Density

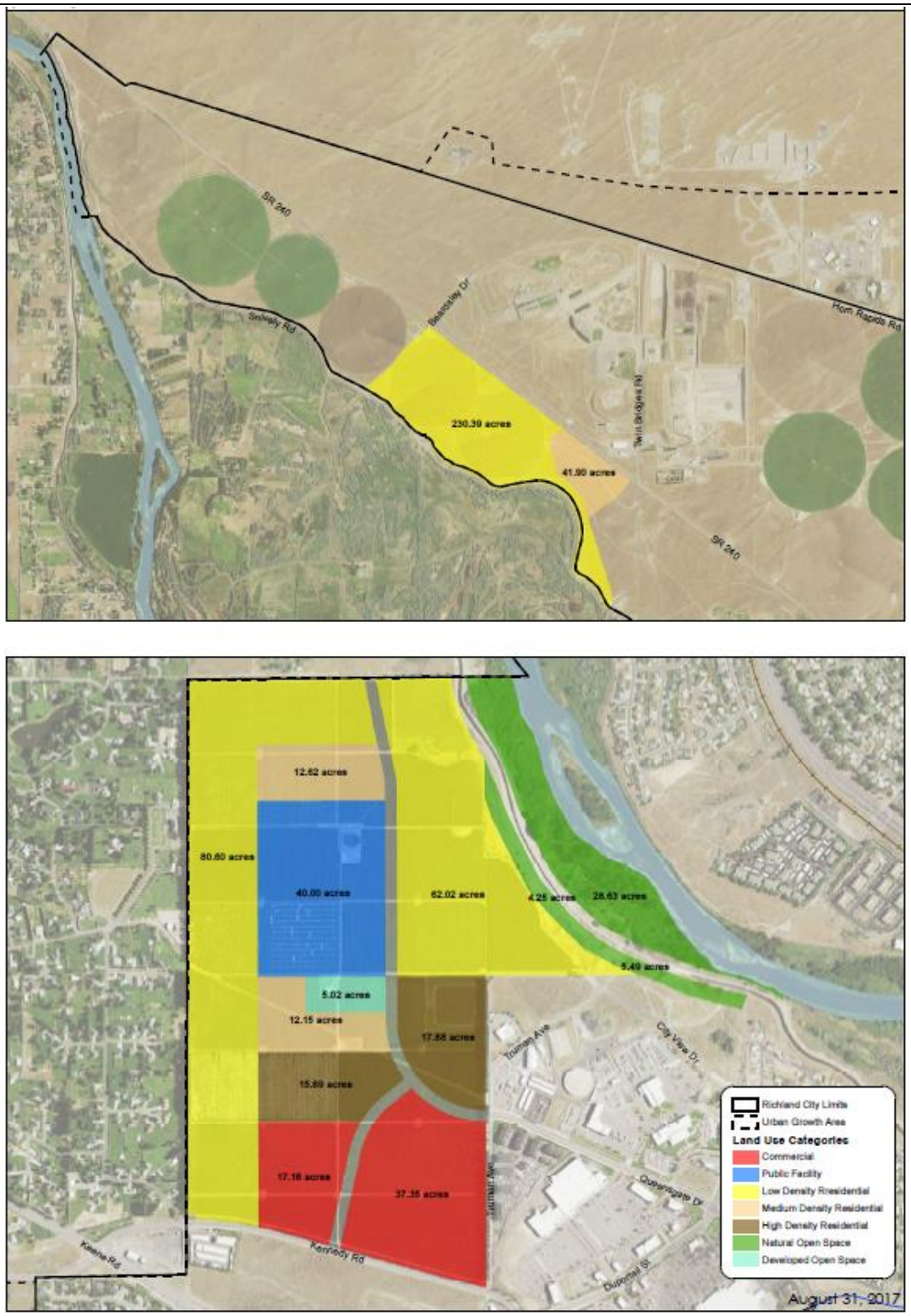


Figure 2-6. Alternative 3: Horn Rapids Northwest and City View West

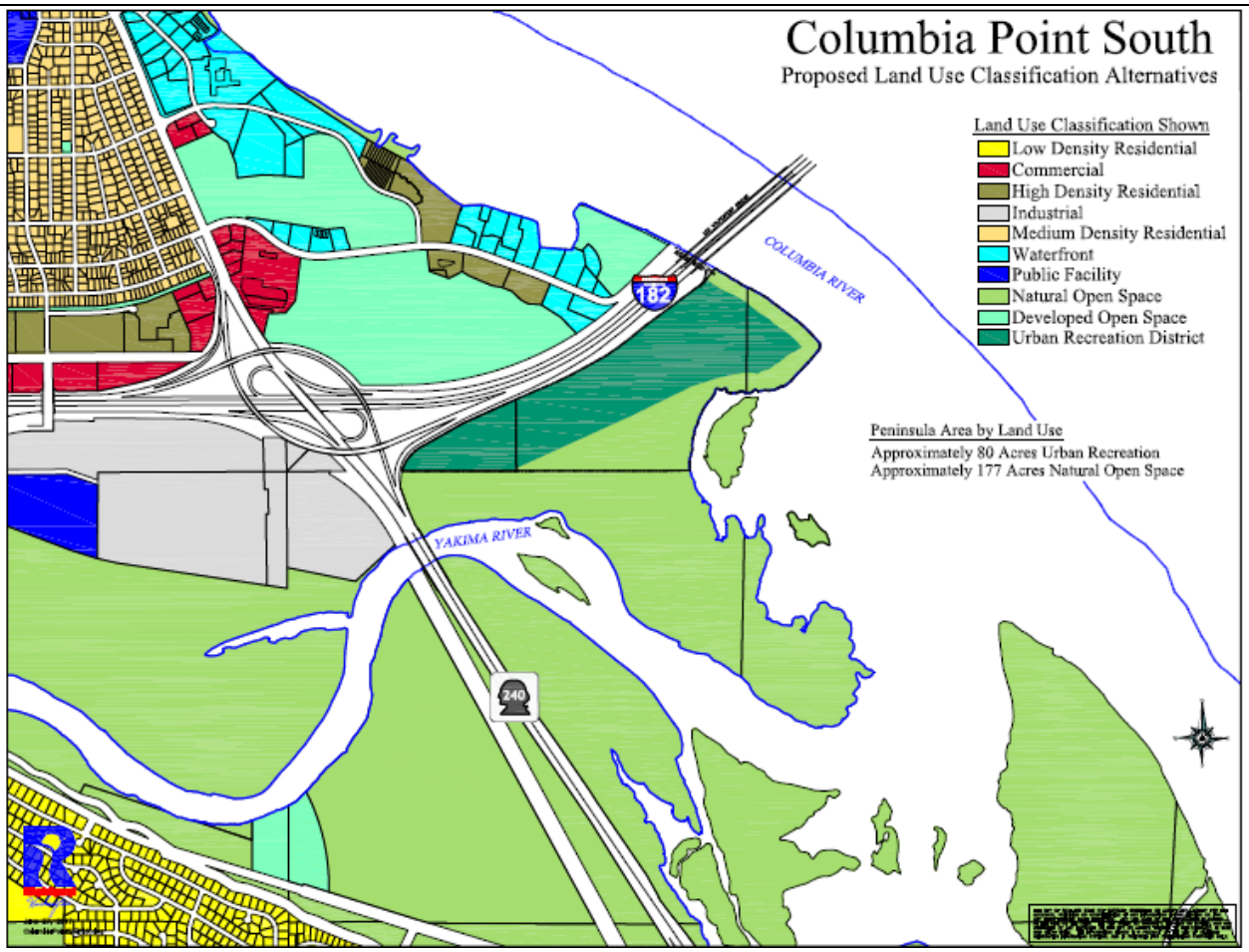


Figure 2-7. Alternative 3: Columbia Point South

Chapter 3. Major Issues and Summary of Environmental Impacts

3.1. Major Issues and Areas

3.1.1. Increased Density and Development

Densities will be increased under both action alternatives, which may significantly impact the character of the City, especially in the City View West, and Horn Rapids Northwest areas under Alternatives 2 and 3. Some areas in existing single-family neighborhoods may have increased densities.

Future development under both action alternatives will change the character of the primarily undeveloped areas of the City. Alternative 3 will have a variety of housing styles, including cluster and multi-family housing.

At multiple public meetings, the Richland community has largely expressed support for higher density development and a variety of housing choices.

3.1.2. Traffic

The additional traffic generated by the increased housing densities, and commercial, and public facilities land uses could impact existing traffic pattern. Both action alternatives would result in a substantial increase in traffic volume, although proposed mitigation could reduce transportation impacts sufficiently under either alternative to meet the City's current Level-of-Service requirements. Additionally, the City View Area West in both alternatives will retain more traffic internally due to the increase of mix land uses.

On Columbia Point South, only one access to the area has been a concern expressed by the community. Uses in this area will be limited due to traffic volume and capacity.

3.1.3. Open Space and Natural Areas

Preserving the City's open space and natural areas has been one of the priorities as expressed by the community. The community has also expressed interest in developing more water-oriented recreational opportunities. Although, these two notions might seem contradicting to each other, a balanced plan can preserve the open space to meet the City's need and add water-oriented opportunities at the same time. The Community has expressed maintaining the Columbia Point South as Natural Open Space and/or allowing very limited developments in the area. The City's existing environmental protection regulations should protect wetlands, habitats, and other critical areas. The state and federal regulations will guide the preservation of cultural resources in this area.

3.1.4. Healthy Community

As the growth occurs in the City, there has been concern about the planning for a walkable, bike-friendly and a more active community that promotes a healthy lifestyle. The City's zoning code currently allows mixed uses in most of the commercial zones. Both alternatives would promote mixed-use developments as future development in anticipated in some of the City's infill mixed use areas (e.g. Waterfront zone). Both alternatives' goals and policies include streetscape and traffic improvement, along with pedestrian- and bike-friendly options. The City View West area in both alternatives includes a mix of residential, commercial, park, and public facilities land uses that would promote life and work environments and increase physical activity.

3.2. Comparison of Alternatives to GMA Goals

Table 4: Summary of Alternatives Compared to GMA Goals

Goals	Alternative 1 No Action	Alternative 2	Alternative 3
Urban Growth: Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.	Least future growth in the City. Most dispersed and low rise pattern.	Focused growth within the UGA.	Focused growth within the UGA with higher density.
Reduce Sprawl: Reduce inappropriate conversion of undeveloped land into sprawling, low-density development.	Disbursed and low rise pattern, would go beyond the UGA to accommodate growth, thus creating sprawl.	Growth within the UGA, planned areas would reduce sprawl.	Growth within the UGA, planned areas would reduce sprawl.
Transportation: Encourage efficient multi-modal transportation systems based on regional priorities and coordinated with the City Plan.	Retains current transportation plans with certain improvements.	Adds new transportation improvements to improve connectivity and street design that supports urban environment.	Adds new transportation improvements to improve connectivity and street design that supports urban environment.
Housing: Encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.	Housing not adequate to meet the 20-year demand. Disbursed and low rise pattern of housing development.	Housing meets the 20-year demand.	Housing meets the 20-year demand with a variety of housing types and residential densities.
Economic Development: Encourage economic development consistent with adopted Plans, promote economic opportunity for all citizens, especially for the unemployed and the disadvantaged, and encourage growth in areas experiencing insufficient economic	Current economic development trends continue. Employment to occur in the existing commercial and industrial areas.	Economic opportunities are identified in the plan. Additional commercial areas will accommodate more employment.	Economic opportunities are identified in the plan. Additional commercial areas will accommodate more employment.

Goals	Alternative 1 No Action	Alternative 2	Alternative 3
growth, all within the capacity of the state's natural resources, public services and public facilities.			
Open Space and Recreation: Encourage the retention of open space and development of recreation opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.	Maintains existing parks and Natural Open Space. Recreation opportunities will be provided based on the Parks and Recreation's adopted Level of Service.	Decreased park area and increased Natural Open Space results in a net decrease of 28 acres of open space. Increases the recreational opportunities.	Decreased park area and increased Natural Open Space results in a net decrease of 17 acres of open space. Increases the recreational opportunities.
Environment: Protect the environment and enhance the City's high quality of life, including air and water quality, and the availability of water.	Environmental qualities are protected based on the current regulations and development pattern.	Environmental qualities are protected based on the current regulations and development pattern.	Environmental qualities are protected based on the current regulations and development pattern.
Public Facilities and Service. Adequate public facilities to serve the development.	Public facilities continue to serve the current development pattern.	Additional public facilities will be required in certain areas for urban development.	Additional public facilities will be required in certain areas for urban development.
Historic Preservation. Identify and encourage the preservation of lands, sites and structures that have historical or archaeological significance.	Historical or archaeologically significant sites or structures are protected under the current regulations during construction phase.	Historical or archaeologically significant sites or structures are protected in the planning phase, and also under the current regulations during construction phase.	Historical or archaeologically significant sites or structures are protected in the planning phase, and also under the current regulations during construction phase.

Chapter 4. Draft EIS Chapter 4 Clarifications and Corrections

This chapter includes clarifications and corrections to Chapter 4 of the Draft EIS. The following addresses changes carried over to the Final EIS in the same order of the Draft EIS. The changes are made in response to comments or by consultant or agency staff review. The clarifications or corrections do not alter fundamental conclusions of the Draft EIS.

4.1. Earth

No changes to Chapter 4.1.

4.2. Surface Water

Chapter 4.2.2, Page 31, has been amended to include the following statement:

> At Columbia Point South, the land use designation change from Commercial Recreation, as proposed in the Draft EIS, to Urban Recreation will limit the uses proposed in the area and further limit development intensity near the confluence of the Yakima and Columbia rivers, wetlands, and wetland buffers.

4.3. Plants and Animals

Chapter 4.3.1, Page 36, has been amended to state:

> Columbia Point South is located at the confluence of the Yakima and Columbia rivers. ~~There are no PHS habitat or species documented within t~~The Columbia Point South planning area is within a biodiversity corridor for Priority Habitat and Species. ~~However, i~~Immediately adjacent to the planning area are several wetlands and a large waterfowl concentration area as shown in Figure 4-3. The Yakima and Columbia rivers provide habitat for a variety of salmonid and migratory bird species as described above.

Chapter 4.3.2, Page 37, has been amended to state:

> Additionally, operational impacts include light from buildings, streetlamps, and vehicles; traffic noise; and other urban activities, causing sensitive wildlife species to avoid the area. Traffic would also continue to cause mortality to wildlife crossing roadways. The presence of buildings and structures also has the potential to increase the chance of bird collisions. These impacts would increase with the intensity of development and population growth.

Chapter 4.3.2, Page 38, has been amended to include the following statement:

> At Columbia Point South, the land use designation change from Commercial Recreation, as proposed in the Draft EIS, to Urban Recreation will limit the uses proposed in the area and further limit development intensity near designated fish and wildlife habitat.

Chapter 4.3.3, Page 38, first bullet list, has been amended to include the following statement:

> Encourage development that is designed to minimize potential impacts to fish and wildlife and habitat consistent with local, state, and federal regulations.

4.4. Land Use

Chapter 4.4.1, Page 41, has been amended to state:

> Columbia Point South includes an ~~230~~80-acre City-owned property that is currently zoned as Public Facility (adjacent to the Columbia River shoreline) and Developed Open Space (landward of the Public Facility zoning; City of Richland 2017b).

Chapter 4.4.2, Page 42, has been amended to state:

> Alternatives 2 and 3 would change the Columbia Point South area land use designation from Public Facility and Developed Open Space to Natural Open Space along the shoreline and Commercial Recreation (Alternative 2) or Urban Recreation (Alternative 3) further upland, adjacent to Interstate 182 (I-182). The land use change from Public Facility to Natural Open Space along the shoreline would reduce the impact of future development compared to the existing use designation which would be maintained under Alternative 1. ~~Additionally, t~~The change to Commercial Recreation under Alternative 2 would promote recreational and water-oriented uses in Columbia Point South, reducing the impact of future development compared to Alternative 1. The Commercial Recreation land use designation change area is a larger area in Alternative 2 and could result in greater impacts compared to Alternative 3. The Commercial Recreation land use designation is also more intensive than the Urban Recreation land use designation proposed under Alternative 3. These land use designation changes would maintain public access to this area. However, future use of this area by the public could increase from existing conditions.

Chapter 4.4.2, Page 43, has been amended to include the following statement:

> Also at Columbia Point South, the land use designation change from Commercial Recreation, as proposed in the Draft EIS, to Urban Recreation will limit the uses proposed in the area and further limit development intensity next to sensitive resources. Compared to Alternative 2, this land use designation change would provide limited urban amenities, passive recreation opportunities, and open space uses.

4.5. Shoreline Use

Chapter 4.5.2, Page 45, has been amended to state:

> At Columbia Point South, the land use designation under Alternatives 2 and 3 would change to Natural Open Space along the shoreline and Commercial Recreation (Alternative 2) or Urban Recreation (Alternative 3) further upland, adjacent to I-182. The change to Natural Open Space along the shoreline would provide a buffer between the shoreline and future development, which would allow recreational and water-oriented uses to occur. The land use designation change would maintain public access to the area and support future recreational uses in and adjacent to the shoreline. Future use of this area by the public could increase from existing conditions. Alternative 2 includes ~~11~~ more acres of Commercial Recreation land use designation along the south side of the property which would result in more intensive use of the area compared to Alternative 3. The Commercial Recreation land use designation is also more intensive than the Urban Recreation land use designation proposed under Alternative 3.

Chapter 4.5.2, Pages 45 and 46, have been amended to state:

> At Columbia Point South, land use designation under Alternative 3, would change to Natural Open Space along the shoreline and Urban Recreation further upland, adjacent to I-182. Impacts would be similar to Alternative 2; however, ~~11~~ more acres would be designated as

Natural Open Space along the south side of the property, protecting additional area from future development near the shoreline. Additionally, the land use designation change from Commercial Recreation, as proposed in the Draft EIS, to Urban Recreation will limit the uses proposed in the area and further limit development intensity near the shoreline. Compared to Alternative 2, this land use designation change would provide limited urban amenities, passive recreation opportunities, and open space uses.

4.6. Population, Housing, and Employment

Chapter 4.6.2, Page 49, has been amended to state:

> At Columbia Point South, ~~11~~ fewer acres would be designated as ~~Commercial~~ Urban Recreation, compared to the Commercial Recreation zoning under Alternative 2, potentially reducing the available land that could accommodate employment opportunities in the area.

4.7. Parks and Recreation

Chapter 4.7.2, Page 51, has been amended to state:

> Alternatives 2 and 3 would also provide recreational opportunities at the Columbia Point South planning area under the ~~new~~ Commercial Recreation (Alternative 2) or Urban Recreation (Alternative 3) land use designation.

Chapter 4.7.2, Page 51, has been amended to state:

> Alternative 3 would provide ~~an~~ additional ~~11~~ acres of Natural Open Space land in Columbia Point South compared to Alternative 2, preserving more waterfront area and access to the public for low-intensity recreational uses.

4.8. Transportation

Chapter 4.8.2, Page 55, has been amended to state:

> At Columbia Point South, ~~11~~fewer acres of ~~Commercial~~ Urban Recreation are provided under Alternative 3 compared to the Commercial Recreation land use designation in Alternative 2. This proposed land use designation could reduce the intensity of development and associated ~~commercial recreation~~ uses requiring transportation to the site.

Chapter 4.8.3, Pages 55 and 56, bullet list, has been amended to include the following statement:

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

4.9. Public Services and Utilities

Chapter 4.9.2, Page 59, has been amended to include the following statement:

> At Columbia Point South, the Urban Recreation land use designation could reduce the demand for public services and utilities due to less-intensive development compared to the Commercial Recreation land use designation proposed in Alternative 2.

Chapter 4.9.3, Page 60, has been amended to include the following statement:

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

4.10. Heritage Conservation

Chapter 4.10.2., Page 63, has been amended to state:

> The eastern extent of Columbia Point South would be designated as Open Space and less likely to be developed than under its current zoning for public facilities. The remainder of the area would be designated as Commercial Recreation to allow for recreational and water-oriented uses to occur. This could potentially impact cultural resources, including recorded and unrecorded archaeological sites, and the Columbia Point South Cultural Landscape. The Commercial Recreation ~~land use designation change~~ area is ~~11acres~~ larger and could potentially result in greater impacts compared to Alternative 3.

Chapter 4.10.2., Page 64, has been amended to state:

> At Columbia Point South, the eastern side would be designated as Natural Open Space and less likely to be developed than under its current zoning as Public Facility. The remainder of the area would be designated as Urban Recreation to allow for limited urban amenities, passive recreation, and open space uses to occur. The Natural Open Space land use designation ~~change area is 11 acres smaller~~ provides an increase in acres ~~than~~ compared to Alternative 2, protecting a larger portion along the shoreline and reducing potential future impacts from development in that area.

4.11. Summary of Impacts by Alternative

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
4.2.1. Earth			
• *No change*			
4.2.2. Surface Water			
• *No change*	• *No change*	• *No change*	• Similar impacts as Alternative 2, but denser residential development in Horn Rapids Northwest and City View West would increase impervious surfaces and other development-related impacts within the planning areas. • More area would be designated as Natural Open Space at Columbia Point South, reducing potential impacts to wetlands and wetland buffers from future development. • <u>At Columbia Point South, the change to the Urban Recreation land use designation will limit the uses proposed in the area and further limit development intensity near the confluence of the Yakima and Columbia rivers, wetlands, and wetland buffers.</u>

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
4.2.3. Plants and Animals			
• *No change*	• *No change*	• *No change*	• Similar impacts as Alternative 2, but denser residential development in Horn Rapids Northwest and City View West would potentially reduce habitat provided by existing uses. • More area would be designated as Natural Open Space at Columbia Point South, reducing potential impacts to wetlands and wetland buffers from future development. • <u>At Columbia Point South, the change to the Urban Recreation land use designation will limit the uses proposed in the area and further limit development intensity near designated fish and wildlife habitat.</u>
4.2.4. Land Use			
• *No change*	• *No change*	• *No change*	• Similar impacts as Alternative 2, but denser residential development in Horn Rapids Northwest and City View West would better accommodate future population growth. • At Columbia South, more area would be designated as Natural Open Space compared to Alternative 2, reducing potential

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
			future impacts from development in those areas. Additionally, the change to Urban Recreation would provide less-intensive development opportunities including limited urban amenities, passive recreation, and open space uses, reducing the impact from future development compared to Alternatives 1 and 2.

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
4.2.5. Shoreline Use			
• *No change*	• *No change*	• *No change*	• Similar impacts as Alternative 2, but denser residential development in Horn Rapids Northwest and City View West would better accommodate future population growth, reducing shoreline impacts in other parts of the City or nearby rural areas. • More area would be designated as Natural Open Space along the shoreline at Columbia Point South, protecting more area from future development near the shoreline. Additionally, the land use designation change to Urban Recreation will limit the uses proposed in the area and further limit development intensity near the shoreline.
4.2.6. Population, Housing and Employment			
• *No change*	• *No change*	• *No change*	• Similar impacts as Alternative 2, but denser residential development in Horn Rapids Northwest and City View West would better accommodate future population growth and provide more opportunities for housing and employment.

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
			• Less area would be designated as ~~Commercial~~ Urban Recreation at Columbia Point South, potentially reducing the available land that would accommodate employment opportunities in the area.
4.2.7. Parks and Recreation			
• *No change*			
4.2.8. Transportation			
• *No change*	• *No change*	• *No change*	• Similar impacts as Alternative 2, but denser residential development proposed at Horn Rapids Northwest and City View West would place greater but more localized demand in these areas. • At Columbia Point South, less acres of ~~Commercial~~ Urban Recreation would reduce the intensity of commercial recreation uses requiring transportation to the site compared to Alternative 2.
4.2.9. Public Services and Utilities			
• *No change*	• *No change*	• *No change*	• Similar impacts as Alternative 2, but denser residential development would place the greatest demand on public services and utilities. The increased demand would be

Topics/ Impacts Common to All Alternatives	Alternative 1: No Action Alternative	Alternative 2: Recommended Growth Target	Alternative 3: Recommended Growth Target High Density, Preferred Alternative
			more localized to urban areas under this alternative. • At Columbia Point South, less acres of ~~Commercial~~ Urban Recreation would reduce the intensity public services and utilities required at the site compared to Alternative 2.
4.2.10. Heritage Conservation			
• *No change*			

4.12. Summary of Mitigation Measures by Topic

Topics
4.3.1. Earth
• *No change*
4.3.2. Surface Water
• *No change*
4.3.3. Plants and Animals
For Action Alternatives 2 and 3: • Provide erosion and stormwater control measures during construction, particularly in areas adjacent to surface waters that provide fish and wildlife habitat such as Columbia Point South. • Consider landscaping with native plants to provide vegetation of habitat significance in streetscapes, buffers for stormwater swales, rain gardens, and other habitat features. • Impacts to wetlands or wetland buffers near Columbia Point South should be avoided, minimized, or mitigated in accordance with the CAO and SMP. • <u>Encourage development that is designed to minimize potential impacts to fish and wildlife and habitat consistent with local, state, and federal regulations.</u> • Provide a Natural Open Space buffer along the Yakima River shoreline at City View West and Columbia Point South. Other mitigation measures include: • Development should be consistent with the goals and policies of the Comprehensive Plan. • Maintain compliance with the CAO.
4.3.4. Land Use
• *No change*
4.3.5. Shoreline Use
• *No change*
4.3.6. Population, Housing and Employment
• *No change*
4.3.7. Parks and Recreation
• *No change*
4.3.8. Transportation
• *No change*
4.3.9. Public Services and Utilities
• *No change*

Topics
4.3.10. Heritage Conservation
• *No change*

Chapter 5. Comments and Responses

The general statistics on comments received are as follows:

- Open House: 104 comments
- Online: 45 comments
- Other Public: 2 comments
- Agencies/Departments: 8 comments
- Commissioners: 3 comments
- Organizations: 2 comments
- Tribal: 1 comment

Major comment categories included:

- General
- Columbia Point South
    - Preserve area as open space
    - Concerns over increased traffic from development
    - Concerns over type of development
- City View West
    - Potential interference with the airport
- Goals and Policies
- Transportation
    - General
    - Public transit
    - Bike lanes and trails
    - Duportail Bridge
    - Traffic
    - Road construction (especially concerns around Rachel Road)
- Land Use
    - General
    - Stronger downtown
    - Badger Mountain
    - Schools
- Parks and open space (specifically protecting open space in the cities)
- Environment
    - General
    - Climate Change
    - Sustainability and renewable energy
    - Critical Areas
    - Fish and wildlife

- Cultural and historic resources
- Utilities
- Housing
    - Types of housing
    - Distribution of housing

Comments were processed and responded to in two parts. Tables 5-1 and 5-2 include a summary of comments and responses that were received for the Plan and DEIS for Parts 1 and 2, respectively.

5.1. Comments and Responses Part 1

Table 5-1: Comment and Response Matrix Part 1

#	Name/Affiliation	Date	Sub-topic	Comment	Response
General Comments					
1	Laurie Ness	9/7/2016	Public participation	On the Comprehensive Plan Periodic Update Washington State Law requires through RCW 36.70A.130 (2)(a), RCW 36.70A.140 and RCW 36.70A.035 for the establishment of a Public Participation Program. 1) This is a program that identifies procedures and schedules for the public to participate in the periodic update. 2) The program must provide for early and continuous public participation. 3) The program should clearly identify the scope of the review and 4) Identify when legislative action on the review and update component are proposed to occur. 5) Cities must ensure that notice of the update process is broadly and effectively disseminated. I did a Google search and a search within the City's website for Public Participation / Plan and found nothing pertaining to one. How do you plan on meeting this requirement; is this not the time to address this state law?	Public Participation Plan was adopted per GMA in 2016. See Appendix D.
2	Debbie Berkowitz (Planning Commission)	No date	UGA	P. 33 LU-3 (also in supporting analysis). Shouldn't the area that is being removed from the City's UGA in North Richland have the land use designation removed?	This should be removed once the proposed UGA is finalized and approved by Benton County.
3	Open House	3/20/2017	Editorial	Drawing CF-1 (and possibly others) - "Ammon" should be "Amon"	Updated
4	Debbie Berkowitz (Planning Commission)	No date	Editorial	P. 36 'Bicycle Facilities' should probably be labeled 'Bicycle/Pedestrian Facilities' since both are discussed. Tapteal Greenway does include soft trails (I'm not sure why that was crossed out).	Updated

#	Name/Affiliation	Date	Sub-topic	Comment	Response
5	Debbie Berkowitz (Planning Commission)	No date	Editorial	P. 30 'The Amon Basin includes ~75 acres of City-owned open space and is located on the southeast side of the City east of Leslie Road.' I request that the following be added – 'The Amon Basin Natural Preserve has been preserved as compensatory mitigation for upland and wetland habitat.' The next part reads 'Irrigation application, canal seepage, and return flow run through the Amon Basin and other areas into the Yakima River near the confluence with the Columbia River.' I'd like to suggest the following revision: 'Irrigation application, canal seepage, and return flow surface in this natural channel as a result of the regional rise in groundwater levels and run through the Amon Basin and other areas into the Yakima River near the confluence with the Columbia River.'	Updated
6	Debbie Berkowitz (Planning Commission)	No date	Economic development	Comments from the EDC I agree with many of their comments and propose the following for consideration: Comments 1 & 2. Language pertaining to transportation, utility, and infrastructure: Add Policy 4 to ED Goal 1 or Goal 5. 'Recognize that infrastructure, including transportation and utility planning are vital to economic development and attracting businesses.' Comment 3. 1,341-acre area. Add Policy 4 to ED Goal 5. 'Market the newly acquired 1,341 acres for large scale industrial development. Comment 5. ED Goal 7 and Policy 4. Move the built environment part to ED Goal 6 – Encourage vibrant mixed-use areas to establish Richland as the premier Tri-Cities destination to live, work, and visit by offering options for housing, services, entertainment, and retail 'and a built environment with quality design.' Then add Policy 9 to Goal 6 'Promote quality design for public projects as well as private developments.'	New policies have been added.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
7	John Haakenson (Port of Benton)	7/18/2017	Airport	After review of the Draft Comprehensive Plan, the Port would like to encourage the City to include the following additional Land Use Policies which would provide further protection of the airport. Coordinate the protection of the Richland Airport with the City of Richland by developing consistent development regulations through development of an airport overlay district that utilize WSDOT Aviation Airport and Land Use Compatibility guidelines and other best management practices for encouraging compatible land uses within close proximity to the Richland Airport. Within the Airport Influence area, a notice to title/disclosure statement should be required for new or substantial redevelopment of lots, buildings, structures, and activities. The notice should indicate that the property is located in close proximity to the Richland Airport and may experience low overhead flights, odor, vibrations, noise, and other similar aviation impacts. Encourage the adoption of development regulations that protect the airport from height hazards by developing a Height Overlay District that will prohibit buildings or structures from penetrating the Federal Aviation Regulations (FAR) Part 77 "Imaginary Surfaces."	LU Goal 8, Policy 7 updated. Many of these comments will be addressed through development regulations (see Richland Municipal Code).
8	Open House	3/20/2017	Praise	The experts were very nice and patient explaining things. Thank you!	Thank you.
Columbia Point South					
9	Open House	3/20/2017	Open space	Everything south (east) of the interstate at Columbia Point should be Natural Open Space.	The existing Natural Open Space land use areas are not proposed for change. Existing Developed Open Space and Public Facility land uses are proposed to change to a modified "Urban Recreation" land use with limited uses.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
10	Open House	3/20/2017	Traffic	"Commercial Recreation" designation immediately south of 182 will create many traffic issues; access (only 1 obvious route) and adding traffic volume to Geo Way is ridiculous - especially with Hanford commute traffic.	The land use proposal has been modified with a less intense "Urban Recreation" land use designation for this area. It is recognized that limitations exist for access to Columbia Point South, and this is a condition that would need to be addressed in the future.
11	Open House	3/20/2017	Open space	DO NOT BUILD ANYTHING ON COLUMBIA SOUTH IT needs to remain OPEN SPACE	The existing Natural Open Space land use areas are not proposed for change. Existing Developed Open Space and Public Facility land uses are proposed to change to a modified "Urban Recreation" land use with more limited uses. Urban Recreation is intended to provide the public with places to gather for public events as well as provide some limited urban amenities, passive recreation opportunities, and open space uses.
12	Open House	3/20/2017	Open space	Columbia Point South should be preserved as open space for recreation use and not be developed in any way.	Recreational uses are proposed in the "Urban Recreation" land use. Also See response to comment #11.
13	Open House	3/20/2017	Open space	Designate all area south of I-182 as Naturally Open Space. This would benefit to the community and for the high concentration of people now occurring in the Columbia Point area with hotels, restaurants, apartments, & condos. Natural Open Space cannot be recovered once developed and there are few natural open spaces in the City of Richland	See response to comment #11.
14	Open House	3/20/2017	Open space, traffic, development	Leave as a park that everyone can use. Development will bring increased traffic, noise, light pollution, etc. Having the REACH located there would have been fantastic; too bad it fell through. If the city is determined to develop, I think the lowest impact would be a performing arts center. Not used every day, but would have a fantastic view. That being said, leave as open space! We are losing open space to development at an accelerating pace.	Current land use is Developed Open Space and Public Facility. Public Facility currently allows more intense use than the proposed Urban Recreation. Urban Recreation designation is proposed to allow limited uses in this area. It is intended to provide the public with places to gather for public events as well as provide some limited urban amenities, passive recreation opportunities and open space uses. Existing Natural Open Space areas would remain unchanged.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
15	Open House	3/20/2017	Development	I have concerns about the "commercial development" along the Columbia Point area. I understand some of it is owned by Native Americans. My concern is the construction of hotels and casinos. One of the attractions to Richland is the natural landscape.	See response to comment #14.
16	Open House	3/20/2017	Open space	Please keep all of Columbia Point South natural open space - not many places left in Richland devoted purely to open space - provide recreational use preferred, hiking, etc.	See response to comment #14.
17	Open House	3/20/2017	Traffic	Need alternate access besides Columbia Dr. (don't want the traffic through Columbia Point)	It is recognized that limitations exist for access to Columbia Point South, and this is a condition that would need to be addressed in the future.
18	Open House	3/20/2017	Traffic	Is there additional access at C.P. South other than under I-182 bridge? (for future dev?)	No additional access currently exists. It is recognized that limitations exist for access to Columbia Point South, and this is a condition that would need to be addressed in the future.
19	Open House	3/20/2017	Open space	Keep Columbia Point South as natural open space with limited access. Develop a better trail system in the area for bike, hike, and boat access	See response to comment #14.
20	Open House	3/20/2017	Open space	My suggestion concerns the proposed Public Recreation space south of I-182 and between 240 & the Columbia River. It appears to overlap some flood plains/wetland. I would lock that up with sufficient controls to minimize City liability.	Boundaries have been refined to avoid developing any areas with designated floodplain or wetlands.
21	Open House	3/20/2017	Open space	Developing the land in any other fashion than park like open space south of I-182/Columbia Point would be detrimental both to the natural river delta & traffic safety for those entering/exiting that space.	See response to comment #14.
22	Open House	3/20/2017	Traffic	Commercial Rec. on Columbia Point - Access? Bound by freeway, road from Winco already pretty busy, trash what could be a decent park?	It is recognized that limitations exist for access to Columbia Point South, and this is a condition that would need to be addressed in the future.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
23	Open House	3/20/2017	Open space, traffic	Proposed change to the parcel currently zoned "developed open space" to "Commercial Recreation" is not logical or feasible. Access is poor, along the existing bike trail and directly adjacent to the Columbia River. Creating a one-way egress & ingress is ludicrous. Alternative ideas: Keep open space open! Perhaps create a soft trail system, involve the Umatilla tribes for occasional cultural events, but absolutely no "commercial development." Another issue, once again is continued fragmentation of wildlife habitat and/or impact on habitat. From salmon to migratory birds to resident mammals, commercial development would no doubt have a negative impact.	Land use proposal has been modified with a less intense "Urban Recreation" land use in this area to address these concerns.
24	Open House	3/20/2017	Open space	Really disappointed that any type of development is proposed for Columbia Point South. That area should be designated as naturally open space and left as is. No hotels (a travesty!), no trading posts, no development! That was what was discussed in the 1980s and the public (and tribes) had a clear preference for that then. Do NOT develop!	See response to comment #14.
25	Open House	3/20/2017	Open space	Please consider keeping the bike trail that now exists in Columbia Point South.	Modified land use proposal is intended to maintain recreational uses in this area
26	Open House	3/20/2017	Development	How about a new designation for Col Pt. S. that would allow a Native American trading post or cultural center	Land use proposal has been modified with "Urban Recreation" land use in this area. It is intended to provide the public with places to gather for public events as well as provide some limited urban amenities, passive recreation opportunities, and open space uses.
27	Open House	3/20/2017	Open space	Please leave this area vehicle free. I like the idea of recreational space, but it would be great to keep it foot accessible only. Yakima, for example, has a beautiful playground on their greenway path that families have to walk to in order to utilize.	Some vehicle traffic will likely be allowed. See response to comment #10.
28	Open House	3/20/2017	Open space	I feel that it should remain Natural Open Space. Once development comes in (i.e. - commercial recreation) the open space concept leaves. So does tranquility.	See response to comment #14.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
29	Open House	3/20/2017	Open space	Don't decrease the NOS classification that's already there (the 200' shoreline was already designated natural and recreation conservancy). When roads were there before, there was a lot of destruction by ATVs. A trolley system would be the best means of access, if there were any access other than pedestrian. The most I'd like to see is a Native American trading post/cultural site and habitat restoration.	See response to comment #14.
30	Open House	3/20/2017	Open space	Proposed Commercial Recreation - Please do not allow hotels and other commercial facilities on the area to the SE of the I-182 bridge. It is a wonderful natural open space as it is. Commercialization will only ruin it. There are also access issues that could be insurmountable. I wouldn't be surprised if Indians would have concerns about development on that property since Indian artifacts could be found there many years ago.	Land use proposal has been modified with a less intense "Urban Recreation" land use in this area to address these concerns. Efforts would be implemented to avoid or mitigate impacts to cultural resources.
31	Open House	3/20/2017	Open space	I don't feel comfortable with commercial recreation designation. By definition it needs a large buffer to protect the natural open space. Any large scale commercial prospects need to be on the N. side of the Community Recreation Area. We need to soften the obvious negative impact to the Nat. Open Space.	See response to comment #14.
32	Open House	3/20/2017	Open space	Do not commercialize south of I-182, consider making recreation conservancy	See response to comment #15.
33	Open House	3/20/2017	Open space	I strongly believe the land bordered by 182, 240, and the Yakima River should be preserved as natural open space. Such areas in town are much more valuable than commercial development.	Much of this area is currently Natural Open Space. Natural Open Space land is not proposed to change. Only a portion of this area, currently designated Developed Open Space and Public Facility is proposed to be changed to Urban Recreation.
34	Open House	3/20/2017	Traffic	Columbia Point South - concern about access for proposed commercial recreation. The increase in traffic in an area geared for recreation. Also, thinking about the loss of the bike trail that so nicely connects the Sacagawea Heritage trail to Richland.	The modified land use proposal is intended to maintain recreational uses in this area.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
35	Open House	3/20/2017	Open space	Don't let hotels develop this wonderful recreational area. All this will do is create terrible congestion at an already problematic intersection. We especially don't need development that will fall to neglect if waterfront businesses stagnate. Not to mention the Native American heritage issue	Proposed "Urban Recreation" land use is intended to address this concern.
36	Open House	3/20/2017	Open space	Looking at the City's "Draft Goals & Policies" document along with the proposal for Columbia Point South, it seems that hotels, trading posts, restaurants, etc. (as would be allowed under "Commercial Recreation") is incompatible with Community Goals 1, 4, 5, and 6. The city (and other cities of the county) are rapidly losing natural areas and open space. Columbia Point South should be retained as a natural area, formally designated as "Natural Open Space" and preserved for future generations. We do not need more hotels and restaurants and continued encroachment and desecration of shorelines and natural areas. The development of Columbia Point north of the I-182 bridge was not well done. It did not preserve enough shoreline access and undeveloped areas. Please do not make the same mistake with Columbia Point South. Leave is as it is - but formally designate as Natural Open Space. Thank you	Thank you for your comment. Proposed "Urban Recreation" land use is intended to address this concern.
37	Planning Commission Meeting (submitted by James A. Wise)	5/24/2017	Development	The proposed rezoning of Columbia Point South as Commercial Recreation seems opposed to all citizen input we have received in the Comp Plan revision process. This would allow for a Casino and Hotels and Entertainment venues on that site. We have been thoughtfully and extensively informed that the citizens want this area preserved as a Park or as a light active recreation area. Rezoning it as Developed Open Space would allow for economic development opportunities and still be in line with our citizens stated wishes. Perhaps there is a way to reserve both designations as we study it further with the help of our local university and college who have programs for such activities.	See response to comment #14 and #35.
38	Michael Ritter (WDFW)	4/17/2017	Development, open space	Proposed change to the extent of "Commercial Recreation" designation. (See diagram included with the letter.)	Map is updated. Land use proposal has been modified with a less intense "Urban Recreation" land use in this area.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
39	Michael Ritter (WDFW)	7/10/2017	Development, open space	In an attempt to offer some additional clarity to the original map we submitted in April 2017, we have attached an updated map that better represents our recommendations for the extent of development on Columbia Point South. The attached map shows an actual satellite image of the point with most of the eastern half of the Uptown Shopping Center superimposed along the south side if the highway. Our recommendation is that development occur only within an approximately 300-foot wide area. The bike/pedestrian paths should be preserved. The view shed from Interstate 82 traveling eastbound should be maintained. Building heights should not obstruct this down river view of the Columbia River, Bateman Island, and the Yakima Delta. Since the Interstate gains elevation eastbound towards the bridge over the Columbia River, building heights could also increase from low to high; west to east. We support section 23.30.030 (Site requirements for public use districts) with building height maximums of 40-55 feet, but only insofar as they do not obstruct the down river view. Project specific permitting should ensure that the down river view is maintained.	Thank you for submitting your map/illustration of Columbia Point South. Your comments and suggestions will be considered during the public process.
40	DHAP	5/23/2017	Cultural Resources	There are several references in the draft to Columbia Point and Columbia Point South. While we recognize that Columbia Point north of I-182 is mostly developed, the plan test and associated goals and policies should reflect that Columbia Point and the vicinity of the Yakima River confluence with the Columbia River is a highly sensitive cultural resource that has been determined eligible for the National Register of Historic Places as an archaeological district.	Goals and policies are updated, and discussion added in the Comprehensive Plan to address comments. Land use proposal has been modified with a less intense “Urban Recreation” land use in this area. Land use and development regulations are intended to address these concerns.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
41	Teara Farrow Ferman (CTUIR)	7/12/2017	General	I was able to review with the Cultural Resources Committee yesterday. They haven't had a meeting a quite a while. Their recommendation is for minimal ground disturbance. In reviewing the list of permitted uses, they were somewhat comfortable with public parks, special events, and RV park with either portable bathrooms or a bathroom that doesn't require sewer systems. Also, they were comfortable with portable food trucks. For electrical needs and other needs, they recommend building up the site(s) and staying out of the native soils due to the archaeological sites, unknown resources subsurface, and the rich cultural history and use of the area.	See response to comment #14.
City View West					
42	Open House	3/20/2017	General	Allowing residential development across SR 240 from the landfill & motocross track is a horrible idea. For a very modest addition of residences and taxable properties, the city will reap in return absolutely NO END of complaints. The people will pay a fine price for their new place, and of course they will want a little slice of heaven. Soon enough they will be at City Council meetings demanding that these legitimate - and pre-existing facilities be shut down. Those shutdowns shouldn't happen, but the fight won't go away. Any city with an airport can tell you how this drama develops. People build next to the airport, then complain about the noise. Duh! The airport was there first, and they knew about it.	Thank you for your comment. This area has existing residential development in the Horn Rapids area.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
43	John Haakenson (Port of Benton)	7/18/2017	Airport	It has come to our attention that the City is proposing to change the land use of the urban reserve area within the City View West area to include a mixture of uses including residential (low, medium, and high), commercial, parks, and schools… This property is currently located within the Conical Surface of the airspace which has a 20:1 slope… The attached is an analysis of the airspace at the City View West property… Site 1 is the only location where the airspace is within 30' of the ground elevation… proposed school area the airspace clearance is 65' at the northwest corner and is greater than 100' at the center of the school site… It appears that the proposed land use changes in this area will not impact airspace, however, future residential development along the northern portion of the site could impact the airspace. It is recommended that further analysis be conducted at the time of pre-platting and development to make sure the future site layout and grading does not impact any potential airspace conflicts. Regarding the land use compatibility, all of the proposed land use changes are located outside of the land use compatibility zones and impact to these areas should be minimal.	Thank you for your comment. Further review should be done during the development permit process.
Goals and Policies					
44	Open House	3/20/2017	General	ED Goal 6 - Encourage fill-in of existing high density commercial buildings	Infill is addressed in ED Goal 6, Policy 4.
Transportation					
45	Open House	3/20/2017	Bike lanes and walkways	UD Goal 3 - Light walkways, not streets, to reduce light pollution	Thank you for your comment. The City has standards that are followed to address lighting on both sidewalks and streets.
46	Open House	3/20/2017	Bike lanes and walkways	TE Goal 3 - Bike route signage on arterial streets directing cyclists to bike paths/routes	Updated
47	Open House	3/20/2017	Public transit	TE Goal 5 - Encourage availability of reasonably priced motorized public transportation with wide operating hours (mornings/evenings)	See TE Goal 3, Policy 1. Transit pricing and operating hours are assessed by Ben-Franklin Transit.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
48	Open House	3/20/2017	Duportail Bridge	The residents of Richland should not be the only ones taxed for the Duportail Bridge. Residents of West Richland will also be using the bridge. Kennewick residents will also use the bridge. Why do only Richland residents pay for it? Question - Do you really think the bridge will solve the poor design of the freeway area at Queensgate - NOT	Between 80 and 90 percent of project funding is expected to come from Washington State. The City has also established a car tab registration fee with a majority of the new revenue going to the City's ongoing pavement preservation program, along with helping fund portion of Duportail bridge. Bidding for the bridge construction is planned for fall 2017, and traffic analysis indicates it will improve traffic conditions in Queensgate.
49	Open House	3/20/2017	Duportail Bridge	A bridge across the river around WSU Tri Cities > Pasco would be a better bridge to build. It would take 1/3 of the traffic off the roads in Richland. My father says this was the plan back in the 80s to take a bridge across at around Alder Rd. in Pasco. I would fully support that! Bridge at Duportail -never understood that.	A north Richland Columbia River crossing bridge has been studied several times. Cost/benefit analysis has not indicated that this crossing is feasible.
50	Open House	3/20/2017	Public transit	I appreciate Ben Franklin Transit expanding their services	Thank you for your comment.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
51	Open House	3/20/2017	Traffic, public transit, bike lanes and walkways	What is the City doing to address current city infrastructure that is in need of repair? For example: Alphabet homes are a historic gem of Richland, yet many are located in areas of the city that are neglected and run down. There are few sidewalks in the Goethals-Comstock-G-Way neighborhoods. This poses a safety risk to children walking to Lewis & Clark Elementary, Comstock Park, Goethals Park, & the areas near Howard Amon. Further, sidewalks and bike paths in this particular area would alleviate congestion on the roadways, provide a safe place for pedestrians, and encourage residents to consider alternative forms of transportation. It may even make the businesses in the Parkway (area where a farmers market is held) more prosperous as residents in the area (rather that congestion from residents driving in from other neighborhoods) would have easier, safer access. What are the plans for the increased city tax dollars that will be coming from the newly added / to be added hotels and restaurants on the waterfront area by the Marina? Will this money go towards further "transit" type improvements or will it be funneled back into existing areas that need significant improvements?	Comments noted. Please see the Capital Improvement Plan 2017 to 2030 (Appendix F of the Comprehensive Plan) for detailed improvements proposed. The City's transportation planning includes a robust focus on pedestrian and bicycle improvements, and is based upon available funding.
52	Open House	3/20/2017	Bike lanes and walkways	I would suggest connecting up the Keene-Gage Class I separated trails to Queensgate and the trails in that area. I would also suggest connecting it to the Columbia Park Trail down near Steptoe and the Traffic circle in that area. Having a separated trail would help for safety for pedestrians and bikers around the Steptoe circle. I would also prefer if the trail on Gage could continue out to the Mall, but I realize that is something Kennewick would need to handle.	On-street bike routes currently connect with Keene-Gage Class I trail. The proposed improvement is included in the City's TIP and will be constructed when funding becomes available.
53	Open House	3/20/2017	Public transit	Create transit oriented areas to ensure vitality of transit system. Consider lunchtime circulation to more people between Hanford/PNNL and restaurants.	Goals and policies promote transit access.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
54	Open House	3/20/2017	Bike lanes and walkways, infrastructure	Better bike paths and walking trails. Solar lighting for trails. Bike/Walking path for Duportal Bridge. Crosswalk for the path/trail that connects to Howard Amon George Wash. Way westbound entrance to the 240 yield sign needs a light or other emphasis as people entering highway do not yield. Improvement to roads. Beautify city especially old rundown buildings please.	This comment will be shared with the City Public Works Department for consideration in the next update of the City's TIP.
55	Open House	3/20/2017	Bike lanes and walkways	I love our river trails, but they are quite dark in N. Richland. For year around use, lighting would be nice	Thank you for your comment. The City has plans for improving bicycle and pedestrian safety and is actively pursuing implementation.
56	Open House	3/20/2017	EIS, traffic	City of Richland Proposed Land Use Alternatives S. of Horn Rapids and W of Richland City Shops. Neither alternative 2 or 3 show traffic mitigation for or to existing roads. Will traffic infrastructure planning be completed PRIOR to approving development?	Appropriate traffic improvements and mitigations will be done during the development process.
57	Open House	3/20/2017	Traffic, bike lanes and walkways	Goethals Neighborhood Traffic: Facilities located between Aaron Dr., Goethals Dr., Jadwin Ave: Lewis & Clark Elementary, Day Care Facility, Comstock Park, Goethals Park, Toddler Park (new area on Comstock) - Residents are using these neighborhood streets to circumvent the heavy traffic on G-Way & the By-Pass. Poses a significant safety hazard for these small neighborhoods as the streets are narrow. We have significant lack of sidewalks in this area. Children walking to school, parks, & other pedestrians trying to access Winco, Fred Meyer, Howard Amon, John Dam Plaza, and the other facilities listed previously do not have access to safe walking/biking routes.	Thank you for your comment. Both the City and BFCG are in the process of planning for GW Way to reduce congestion. This will result in identifying future improvements.
58	Open House	3/20/2017	Duportail Bridge	Please let me know how to get the data on how the Duportail bridge will impact on traffic on the By-Pass - Thank you Chuck Eaton, chaneaton@gmail.com 509-375-0309	Study is posted on City website. See study for additional information. The Duportail/Stevens Corridor improvements were not designed to ease congestion on SR 240; it is designed to link the downtown area to Queensgate. Both the City and BFCG are in the process of planning for GW Way to reduce congestion. This will result in identifying future improvements.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
59	Open House	3/20/2017	Traffic, infrastructure	1) Why does traffic planning appear to be reactive and not proactive? 2) Hayden Homes (Kennewick) and fully built out S. side of Badger Mountain will put ~ 3,000 additional vehicle trips* per day onto Leslie, Steptoe, and Dallas. Both Leslie and Steptoe are busy now. What will be done to ease traffic? 3). Why is street maintenance underfunded by about $600,000/year? *2+trips/single family house	A plan for this area has been in place for several decades, and is being implemented as development occurs. Funding for maintenance is costly and this must compete with other city priorities. The City is committed to maintaining its road network.
60	Open House	3/20/2017	Traffic	In regards to the upcoming new Queensgate road plan - * between Keene & Duportail: Do you plan to have 2 lanes go from Duportail to the roundabout plus a 3rd land for those going WEST onto 182? Badly needed. *In regards to the left turn lane on going West Queensgate (aligned with Sterlings) to signal do away with it!! Have traffic go to signal then left into Exxon, Walmart, fast foods, etc. parking lot. Right turn only from driveway out of Exxon - I-182. * Regarding signal at City View & Duportail for new bridge - were on ramps = North considered? would it work for the Hills residents to go down and under Duportail on (currently) dirt road & curve around to get on Queensgate at West end? People coming off the bridge, use an off ramp for the Hills?? Possible?? (comment includes diagram reference)	The Queensgate plan with graphics is posted on the Public Work's website. Interchange ramps are not typically designed as part of local road networks.
61	Open House	3/20/2017	Infrastructure	No more go rounds!	Thank you for your comment. Roundabouts are one of the intersection approaches that can be appropriate given certain circumstances.
62	Open House	3/20/2017	Traffic, infrastructure	Concern about RR crossing, pedestrian crossing, and speeding vehicles causing several accidents at Duportain and 240 intersection. Flashing warning lights on 240 to show that lights are changing similar to Hwy2 Wenatchee to Leavenworth. We have youngsters crossing to go to school, those who cross to use trails on both sides, people crossing to catch city busses - it's a very busy intersection. Plus, the train for those going to work in AM.	At-grade railroad crossing improvements are addressed by the Port of Benton (railroad owner/lessor) and the Washington State Department of Transportation, based on incident history.
63	Open House	3/20/2017	Infrastructure	Jones Road extension: Not in my lifetime	Thank you for your comment.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
64	Open House	3/20/2017	Infrastructure, traffic, bike lanes and walkways	I have 2 concerns. I live in the Hills community & we need a safe bike path from skyline to Keene Rd on Queensgate. We also need a roundabout or other safe intersection upgrade for the off ramp and on ramp from 182 to Queensgate. The concentration of traffic makes it very difficult to exit Skyline onto Queensgate.	The planned Queensgate improvements address these concerns. See PW website for additional information on these plans, expected to be constructed in 2018. Physical constraints at Skyline and Queensgate are difficult to improve.
65	Open House	3/20/2017	Infrastructure, traffic, bike lanes and walkways	I do not want GW Way from Van Geisen to 240 to be a principal artery! N. Richland does not exist to provide a speedy exit and entrance to Hanford. We need a downtown that is pedestrian friendly and connected to the river resource. The proposal here is backward. The rest of the world has moved on from this kind of planning! Jadwin could be an around and we have a BYPASS! We desperately need a real downtown area.	Alternate routes are being analyzed in a separate process.
66	Open House	3/20/2017	bike lanes and walkways	I encourage a permaculture approach to land development. I also support a more bike friendly city road system with bake lanes on roads like GW-way.	Existing laws and regulations are currently guiding developments.
67	Open House	3/20/2017	Duportail Bridge, traffic, bike lanes and walkways	Many participants at the March 20, 2017 Comprehensive Plan open house were disappointed at the lack of justification for the Duportail bridge. It was not clear from any of the material how this bridge would reduce congestion on G.W. Way (which was a major concern for participants). Many citizens were also concerned about the lack of attention given to making Richland a more walkable/bike-able city. As traffic has gotten worse, it's become increasingly more dangerous to ride a bicycle for local shopping & recreation. Only hard-core racing bike riders can use our streets. Please make Richland a more bike friendly community!	Both the City and BFCG are in the process of planning for GW Way to reduce congestion. This will result in identifying future improvements. Goals and policies promote bicycles and pedestrians. The City has plans for improving bicycle and pedestrian safety and is actively pursuing implementation. Please see studies on PW website for additional information on justification for Duportail project.
68	Open House	3/20/2017	Traffic, bike lanes and walkways	GW Way should be more pedestrian friendly with traffic relaxers, median strips to make a better connection to river resources.	The City has studied this issue and is trying to make the road system more bike and pedestrian friendly while maintaining traffic flow.
69	Open House	3/20/2017	Bike lanes and walkways	I'd like a map of current bike paths and hiking paths	See Exhibit T-6.
70	Open House	3/20/2017	Infrastructure, traffic	Is there a plan for a left turn lane on Gway between McMurray and Spengler? The need is great and it would improve traffic flow and safety. There is space for it. All that is required is to restripe the lanes.	The City will re-evaluate GW striping during the next resurfacing project, expected in 2019.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
71	Open House	3/20/2017	Rachel Road	Do not put Rachel Road through Amon Creek natural preserve, instead use one of the southernmost routes to connect Leslie Road to the Hayden Homes development (i.e., existing BPA road opposite Lorayne J Road that intersects with Leslie) don't destroy the preserve!	Rachel Road expansion was addressed in a separate public involvement process. A decision has been made by the City Council to construct this project.
72	Open House	3/20/2017	Infrastructure	I-84 northbound bridge was paid off in record time as a toll bridge. Those that use it and benefit from it should pay for it. The new bridge should be paid for by toll-not by taxes!	Thank you for your comment. Options were considered by the City Council and a funding source, a vehicle registration fee, was selected.
73	Open House	3/20/2017	Public transit, bike lanes and walkways	Long Range Planning - why is there no light rail? Plans build more roads vs looking at other ways to move people. Better bus systems - smaller busses. Good bike trails to encourage cycling! Be creative; look at other ways to move people.	Policies and the plan promote transit, bicycles, and pedestrian traffic. Economic viability and cost effectiveness pay roles in traffic improvements such as light rail.
74	Open House	3/20/2017	Public transit	I would like to see a city plan incorporate some sort of light rail main loop linking all 3 cities	Economic viability and cost effectiveness pay roles in traffic improvements such as light rail.
75	Open House	3/20/2017	Infrastructure	Jones Road from Horn Rapids to Walmart area? Why? Across a flood plain? Requires another bridge $ Probably expensive and certainly ugly road above CID canal on sandy hillside, through a bunch of view property - 3 jurisdictions in 1/4 mile	Both the City and BFCG are in the process of planning for reducing congestion in several areas throughout the City. This will result in identifying future improvements. Jones Road is one of the alternatives being evaluated.
76	Open House	3/20/2017	Rachel Road	Save Amon Creek Natural Preserve! No Rachel Road. Need to keep natural open space! Please!	See comment response #71 on Rachel Road.
77	Open House	3/20/2017	Infrastructure	Remove stop lights on the Bypass 240; put in overpasses and regular freeway on ramps and off ramps.	Thank you for your comment. Interchanges are expensive and are part of ongoing evaluation for congestion relief.
78	Open House	3/20/2017	Infrastructure	No roundabout on Queensgate/Keene	Thank you for your comment. No roundabout is planned at this intersection.
79	Open House	3/20/2017	Infrastructure	I'm happy to see the connection from Queensgate back to Bermuda.	Thank you.
80	Open House	3/20/2017	Rachel Road	Rachel Rd - please do not cross Amon Creek Preserve @ Rachel Rd.	See comment response #71 on Rachel Road.
81	Open House	3/20/2017	Duportail Bridge	Please consider getting Duportail Bridge done ASAP and we need more senior housing in Richland.	Process is undergoing with the bridge planned for opening in 2020. Thank you for your comment on senior housing.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
82	Open House	3/20/2017	Rachel Road	I DO NOT WANT RACHEL RD going through the natural area. Connect to Bellerive Dr. if you must, but not any further	See comment response #71 on Rachel Road.
83	Open House	3/20/2017	Infrastructure	I like the purple "Future Arterial Collector" to Gala Way	Thank you for your comment.
84	Open House	3/20/2017	Infrastructure	Do Not connect Shockley Queensgate to Rachel Bermuda (Don't encroach on county!)	Thank you for your comment; growth requires improvements to address traffic needs.
85	Open House	3/20/2017	Traffic	I am concerned about an even greater increase in traffic on Bermuda Road with the planned extension. What will be done about that?	Growth results in increased traffic. Road system plans are in place and are prepared to provide acceptable levels of service.
86	Open House	3/20/2017	Infrastructure	Add (back) a right turn only lane at Queensgate and Keene. Map traffic intersections (arterials) showing freeway and severeness of accidents (including pedestrian and bicycle accidents)	This will be addressed as part of the 2018 Queensgate improvements. Safety incidents are mapped, tracked, and analyzed for the City road system.
87	Open House	3/20/2017	Infrastructure	Amon Extension Rd. - was glad to see the proposed road not going through the preserve. Thank you for listening.	Thank you for your comment.
88	Open House	3/20/2017	Public transit	I don't understand why the City Council does not address/embrace higher density housing, more public transportation, and more use of already developed land that sits empty, as there is in N. Richland. The Duportail Bridge is only going to result in more neglect of northern neighborhoods, and property values will suffer. Instead, the age and development of these neighborhoods deserve attention. This could make them more attractive to salary-earning workers and the businesses that serve them. But I'm worried enough by the lack of attention from the Council that I am considering selling my N. Richland house and moving out of the area entirely.	Higher density housing is already allowed in many areas in the City. The Comprehensive Plan goals and policies are supportive of it. Much of this will be implemented when the property owners' and developers' apply for developments.
89	Open House	3/20/2017	Public transit	With more shops and proposed housing in Queensgate area would like to see a transit center there	BFT plans and provides for transit improvements. This comment will be shared with them.
90	Open House	3/20/2017	Public transit	Make area much more transit friendly. Please	See comment response #89.
91	Open House	3/20/2017	Rachel Road	Do not like the Rachel Rd. expansion through the Natural Preserve.	See comment response #71 on Rachel Road.
92	Open House	3/20/2017	Bike lanes and walkways	Off road bike routes for safer commuting	Thank you for your comment. See comment response #55 on bike safety.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
93	Open House	3/20/2017	Bike lanes and walkways	Proper pedestrian and bike routes on Columbia Center Boulevard where it crosses 240. This is a dangerous area for pedestrians and bikes	Thank you for your comment. See comment response #55 on bike safety.
94	Thomas Atkinson	8/27/2017	Traffic	The speed limit on Keene should be lowered by 5 mph. As businesses and residences have been added to the south side of Richland traffic volumes have increased as well on Keene. The speed limit is too high for the volume of traffic. Specifically, I live in the Country Ridge/Country Heights area. There is only one exit from the subdivisions, onto Keene. With the current speed limit and volume of traffic, it's getting much more difficult to exit the subdivisions safely. I don't think we are to the point yet that a stop light is required, but a reduction in the speed limit on Keene would make it much safer to pull out from Country Ridge Road.	Thank you for your comment. Speed limits are established through standardized professional engineering evaluations. Thank you for your comment. The City monitors the safety of intersections and understands safety concerns exist.
95	Paul Gonseth (WSDOT)	7/14/2017	Infrastructure	WSDOT requires that table T-4: Long Range Transportation Improvement and supporting text in the supporting analysis be changed to remove all reference to WSDOT projects and or responsibility.	Thank you for your comment.
Land Use					
96	Open House	3/20/2017	Downtown	I would like to see stronger "downtown" area. When I moved here last year, I had google take me downtown and it didn't feel like any downtown worth visiting. A prominent square with local shops and restaurants is a good investment and would draw in outsiders.	The Comprehensive Plan vision, values, goals, and policies promote a prominent downtown.
97	Open House	3/20/2017	General	Encourage infill development to connect centers - downtown, uptown mall, Wellsian/Duportail. Improve neighborhood diversity to ensure that schools remain/become economically and ethnically diverse. Infill neighborhoods with developments that improve economic diversity.	Goals and policies throughout the document promote infill. Discussion is added in the Comprehensive Plan.
98	Open House	3/20/2017	Schools	Bravo for designing space for schools, in the area behind Target.	Thank you.
99	Open House	3/20/2017	Density	Proposed land use alternatives (map) - I prefer the medium res option to the high density res option	Thank you.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
100	Open House	3/20/2017	Recreation	We should start a conversation about what will happen with the gravel pits so the City has right of first refusal to develop a recreation plan	Thank you for your comment. This is a topic that has been raised and discussed in Planning Commission meetings. The gravel pit is currently under private ownership.
101	Open House	3/20/2017	Downtown, neighborhoods	Concerned citizen of Comstock Neighborhood: The city is spending significant portions of resources on growth & development of shopping centers, housing developments, parks in the newly developed neighborhoods, but is not re-investing in the existing neighborhoods. There are many areas from improvement of Jon Dam Plaza & downtown areas that would continue to bring youth & vitality to the area.	Thank you for your comment. Goals and policies are added in the Comprehensive Plan to revitalize the downtown area and existing neighborhoods.
102	Planning Commission Meeting (submitted by James A. Wise)	5/24/2017	Downtown, neighborhoods	The Comprehensive Plan continues to speak as if the CoR wishes to and will develop a central core city layout. But it is already too late for that, and we are currently developing what could be an exciting and 21st century 'archipelago' city structure. This would mean that we don't have and don't need a 'downtown', but rather have a very well developed sequence of interconnected unique neighborhoods, each with their own character and appeal. I believe this kind of vision and plan alternative has much to offer, and could build upon development forces already underway.	Thank you for your comment. Neighborhood activity centers are currently in place and can be promoted with proposed goals and policies.
103	Rich Scrivner (DNR)	5/25/2017	Schools	In particular, I would like to increase (but not too much) the acreage of the commercial property…I want to inquire as to whether you have light industrial zoning…I would like to remove or relocate the small open space designation…but most importantly, relocate the 40-acre proposed school site. We have had previous experiences with the jurisdiction trying to anticipate a future school campus/site, similar to your proposal. Each time the school district could not secure sufficient funding, thus, the master plan was left with a donut hole, which caused difficulties with adjacent developments and infrastructure layout. If we could finesse the campus/site towards an exterior boundary, still with direct frontage, that would work best for DNR, as well as other interested parties.	The plan has been modified. However, the school site remains at the center. If the school is not built, other applicable land uses can be reviewed and considered.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
104	Rich Scrivner (DNR)	7/10/2017	DNR Urban Reserve	Now that the Comp Plan Amendment process for our "Urban Reserve" property has gained support and traction, I want to share with you some internal challenges that DNR will encounter going forward. In addition, I will also include a few questions. (see below)	
105	Rich Scrivner (DNR)	7/10/2017	DNR Urban Reserve	With respect to the target adoption date of late September or early October of the Comp Plan Amendment process, will said adoption be by the Planning Commission or the City Council? If it is the former, when will the Amendment go before the City Council?	City Council will adopt. Recommendation from the Planning Commission will go to the City Council, currently scheduled for September 19, and October 3, 2017
106	Rich Scrivner (DNR)	7/10/2017	DNR Urban Reserve	Knowing that the Amendment process is focused on the identification of logical and compatible land use designations, when will the City seek to re-zone the properties? Will this action be a City sponsored initiative, one that simply reflects the land use designations, or will you request that DNR submit formal re-zone applications?	It is expected that a property owner submits an application.
107	Rich Scrivner (DNR)	7/10/2017	DNR Urban Reserve	I want to clarify that the green shaded areas (along the river) on the two original exhibits produced by the City, are not under the ownership of DNR. Those areas were transferred to the Corps of Engineers in the early 1950s.	That is correct.
108	Rich Scrivner (DNR)	7/10/2017	DNR Urban Reserve	I think we have discussed this matter previously, but it is worth repeating, DNR has an agricultural/orchard lease on the subject property, which has 2+ years remaining on its term. The lessee has been informed that we will not be renewing this lease. We have a good working relationship with the current lessee.	Thank you for the information.
109	Rich Scrivner (DNR)	7/10/2017	DNR Urban Reserve	Once the Comp Plan Amendment and re-zone processes have concluded, what are the City's thoughts regarding the public access roads which will traverse our property and connect with existing and aligned corridors? Are you anticipating a federal/state grant(s) funded project…an LID project…a City/developer coordinated project…or combination thereof? Has the City begun to discuss timeframes in-which this critically important aspect to the overall project, not to mention, the installation of public utilities, would commence?	The proposed roads are shown as long range transportation facilities. See the Transportation Element. Funding for these projects will come from a variety of sources, including impact fees, developer construction, City General Funds, Transportation Improvement Board grants, Highway Safety Program grants, State funding, Federal Surface Transportation Program funding as well as other Federal Grants.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
110	Rich Scrivner (DNR)	7/10/2017	DNR Urban Reserve	By statute (RCW 79.11.250) and the state constitution (Article 16, Section 4), DNR is required to plat properties located within city jurisdictions or with 2-miles of said jurisdiction, into 5-acre parcels before being offered for sale at public auction. These requirements do not pertain to a direct transfer sale to a public agency. This is an onerous task on DNR, but we have successfully navigated through these constraints in the past via the guidance of other related legal means and statutes. I only mention this "additional consideration or step" that DNR must adhere to, so that you are aware. It does not involve the City and will not adversely affect the outcome of any public auction sale. It is all a very public process in our fiduciary management of the state's trust lands.	Thank you for providing this information.
111	Rich Scrivner (DNR)	7/10/2017	DNR Urban Reserve	Do you know what the status is on the revised Amendment exhibit? Our momentum has also gained the attention of Executive Management; thus, it is incumbent of me to keep them informed, early and often.	The updated maps and Comprehensive Plan are scheduled for Planning Commission public hearing on August 30, 2017, and Council's adoption on October 3, 2017.
Parks and Open Space					
112	Open House	3/20/2017	Dogs	If you could plan for areas, walkways, and spaces to accommodate professionals that have no children and only dogs. please.	Goals and policies promote all segments of the population.
113	Open House	3/20/2017	Open space	Protect open spaces in the Yakima Delta.	Natural Open Space designated land and associated wetlands, floodplain habitat, and riparian areas in the Yakima River Delta will continue to be protected.
114	Open House	3/20/2017	Open space	Need to ensure Amon Natural Preserve is really preserved as undeveloped open space. As South Richland continues to grow with new homes, Amon will be the only natural open space remaining. Let's keep it that way.	Amon Natural Preserve is Natural Open Space land use under the current map and not proposed for any change.
115	Open House	3/20/2017	Open space	Proposed land use alternatives (map) - Please provide more open space. Richland has become so high density, at least provide us with smaller, more frequent community parks.	Community park is proposed in the City View West area. Additional area north of City View West is proposed natural Open Space.
116	Open House	3/20/2017	EIS, dogs	I like proposed land use alt. 2 please. But could you add a small park with small fenced in area for dogs	Community park is proposed in the City View West area.
117	Open House	3/20/2017	Open space	Keep Amon Creek Natural Preserve as it is.	No change is proposed with this Comprehensive Plan update process.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
118	Open House	3/20/2017	EIS, parks	Proposed land use alternatives. I prefer alternative 2, but you should plan a park in the center and make it WALKABLE - Narrow streets, sharrows, etc. Room for proper trees. Safe passage footbridge to areas on the other side of irrigation ditch, better yet pressurize ditch and build trail	Community park is proposed in the City View West area. Additional details will be developed during the site development.
119	Open House	3/20/2017	Open space	In the proposed land use alternatives in the Duportail area, I believe more area should be designated as developed open space.	Parks or Developed Open Spaces are proposed based on service areas and service levels.
120	Open House	3/20/2017	Open space	Proposed land use alternatives 2 & 3 - Would like to see more parks or open space designated in these areas	See comment response #20.
121	Open House	3/20/2017	Open space	As little development as possible. Please encourage open space.	Developments will continue within the City according to the Growth Management Act, and are based on OFM's future population projection.
122	Open House	3/20/2017	Parks	Goethals Park: 1). Located on road w/30 mph speed limit. No crosswalk, signal, or crossing bridge for kids/families to pass safely. 2). NO bathroom facility. People are using the trees as a bathroom. 3). 1 garbage can for entire park area. Often has garbage piled up and overflowing. 4). No dog waste bags. Animal excrement is an issue.	The City works to improve safety of the road network and provide amenities in public parks as funding becomes available.
123	Planning Commission Meeting (submitted by James A. Wise)	5/24/2017	Open space	There is no mention of "Amon Natural Preserve" in the part of the draft Comprehensive Plan that addresses open space, and yet the 'west branch' of Amon Basin. This is a stunning omission, considering the considerable effort in citizen participation and raising of private funds it took to establish the Preserve. Amon Natural Preserve represents one of the finest 'Central Park' type preservation and passive recreation opportunities open to any city in terms of its valuable land, health, and economic benefits. It needs to be recognized as such.	Updated
Environment					
124	Open House	3/20/2017	Climate change	Consider the economic impact of climate change scenarios - flood, drought, extreme winter events, extreme heat, etc. on city infrastructure and vulnerable citizens (elderly, disabled, young children, etc.)	Climate change impacts are generally discussed in the environmental review. It is unclear over the next 10 to 20 years, the planning period for this update, what, if any, climate changes will occur.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
125	Open House	3/20/2017	General	Desert ecologies are fragile. The Council doesn't seem at all interested in protecting them!	The local natural resources and habitat are being protected through the goals, policies, and environmental regulations such as State Environmental Policy Act and Critical Areas Ordinance.
126	Open House	3/20/2017	General	I also disagree with spraying W.E. Johnson park & other "natural" landscapes with mosquito poison. The spray is not confined to public area and does land on people's private "organic gardens."	Comments will be forwarded to the Park's Department.
127	Open House	3/20/2017	Critical areas	Keene Road wetlands aren't designated on the critical areas map.	Map has been updated.
128	Open House	3/20/2017	General	Get on with it! I know it's not the City's project but please do whatever is needed to facilitate the breach of the Bateman Island Causeway - the salmon and steelhead will benefit	This project is being addressed through a separate process, and plans are being formulated to improve habitat conditions and water quality around Bateman Island.
129	Open House	3/20/2017	Critical areas	Sensitive areas - there are Corps owned wetlands off Keene/Jericho. Stop illegal filling; Put on Map - East of Queensgate Village	Map has been updated.
130	Open House	3/20/2017	Renewable energy, sustainability	I would like to see the city lead in renewable energy by equipping their buildings with solar, strive for LEED certs, supply EV charging stations, and enforce recycling. I thought new apartment complexes were supposed to commit to recycling. I live @ Mosaic on the River apartments - they have one cardboard bin on the far side that no one uses. How do they get away with breaking a promise? Also, the trash/litter is out of control in that area. I spend time picking up trash along the Yakima River trail leading to W.E. Johnson park, but the trail along 240 is disgusting.	The City offers low-interest loans to promote the use of solar. See Utility Element of the Comprehensive Plan.
131	James A. Wise (Planning Commission)	No date	Critical areas	Proposed Change: The definition of critical wildlife habitat is found at the bottom of page 6 of the attached draft. A sentence was added to the definition of critical habitat as follows: "Critical habitat" or "critical wildlife habitat" does not include such artificial features or constructs as irrigation delivery systems, irrigation infrastructure, irrigation canals or drainage ditches that lie within the boundaries of and are maintained by a port district or an irrigation district or company.	A separate comment response matrix addresses questions related to the Critical Areas Ordinance.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				The same sentence was added to the definition of secondary habitat as well. (Refer to page 13 of the attached draft.) Rationale for Change: State Law (RCW 36.70A.030(5)) provides a definition of fish and wildlife conservation areas. This definition was amended by the state legislature in 2012 and reads as follows: "Fish and wildlife habitat conservation areas" does not include such artificial features or constructs as irrigation delivery systems, irrigation infrastructure, irrigation canals, or drainage ditches that lie within the boundaries of and are maintained by a port district or an irrigation district or company." The proposed change would *simply recognize the change made to state law* and include the exemption provided therein. (*Italics* added.) **My Analysis:** The proposed change <u>does much more than that</u>, because it is included **inside** our proposed COR Fish and Wildlife Conservation Areas definition, and does not include any of the clarifying language or guidance that the WA State Department of Ecology provided with their extended definition, as the letter from Mr. Paulson so aptly points out. Also, legally it can be argued that it makes a difference to have such a statement occur inside a City's Fish and Wildlife Conservation Areas definition, rather than as a distinction of such areas at the superordinate level of WA State Law. At the superordinate level of WA State law, this statement distinguishes which artificial areas or constructs are **not included** under the definition of a Fish and Wildlife Conservation Area. To coincide with this distinction, <u>all the CoR has to do is to reference the (RCW 36.70A.030(5) and its 2012 state legislature amendment and state that our definition complies. We should also reference all State Department of Ecology guidance accompanying this definition</u>.	

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				Under no circumstances should we put such a single statement unqualified **inside** our Critical Areas Ordinance, because this immediately implies that our Critical Areas contain such elements which thereby exempt them from all protections under the ordinance. We have completely undermined our own ordinance. **Proposed Solution:** When other cities in the State have faced such situations where activities relating to agriculture or irrigation system maintenance may conflict with Critical Areas protections, they simply include an exemption regarding such activities within the Critical Area. (I have found several of these online and have sent them to Rick Simon.) This protects the farmer or irrigator while also keeping in place defined Critical Area protections. Usually these exemptions involve the exempted practice agreeing to proceed under a 'Best Management Practices' agreement that can be adopted by the City and exempted businesses. These examples are widely available online. I strongly recommend that the City, Tapteal Greenway, and KID combine their perspectives to draft a Best Management Practices Guide, using extant ones in the State of Washington as a model. In this way, we can ensure creative and productive future cooperation among all involved parties, while preserving their respective interests	
132	James A. Wise (Planning Commission)	No date	Critical areas	Proposed Change: The term "stormwater" is not defined in the CAO, although it is used in the text of the ordinance. The proposed definition is found under **Addition of Stormwater Definition** in the attached draft and reads as follows: "Stormwater" means runoff during and following precipitation and snowmelt events, including surface runoff, drainage, and interflow and **does not include irrigation surface runoff or drainage.** *Rationale for change:* This is the same definition of stormwater used in Title 16 of RMC, except that it	See response to comment #131.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				specifically exempts irrigation water from the definition of stormwater. There are three references to stormwater made in the text of the CAO, including a standard that identifies that stormwater discharged into a wetland is a regulated activity (see RMC 22.10.070(H) on page 15 of the attached draft); standards for the retrofitting of stormwater detention and treatment for existing roads (see RMC 22.10.115(D) on page 23 of the attached draft); and a restriction on allowing stormwater to drain into a wetland (see RMC 22.10.125 on page 26). In all three of these cases, it is advantageous for the CAO regulations to specifically exempt irrigation overflow from stormwater standards, both for the continued operation of the KID irrigation system and to avoid any future debate regarding whether irrigation overflow should be treated before it placed back into the Amon Basin. **My Analysis:** There is a good reason why the current RMC does not include an exemption for irrigation water. This is because it is a ludicrous distinction, and **no** city's stormwater definition nor that of the State of Washington includes any exemption for any origin of stormwater that enters the system. Stormwater what ends up in the stormwater drain system**, is stormwater period**. And that is as it should be. Exempting irrigation water in particular sets a very bad precedent, and raises the question of whether anyone's yard irrigation water runoff should now not be considered 'stormwater' by definition. Besides, this exemption is totally unnecessary. KID's irrigation water does not get into stormwater system by design because that's not where it is supposed to go, except as overflow. And when such overflow occurs, it is because of bad design, bad operation, or bad maintenance, as it is costing the KID in ways that will become more important under urban growth and climate change impacts in our future. Does the CoR really want to indemnify the KID for all of its practices which may result in identifiable quantities of irrigation water ending up in our stormwater system,	

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				which is not where this water should be going? Absolutely not. Besides, any specific question of this type can be addressed in a Best Management Practices standard set between the CoR and the KID. **Solution:** Do not include this addition into our CAO definition of stormwater. It serves no useful or beneficial purpose for the city whatsoever. If KID has some specific concerns, they can be addressed in a Best Management Practices agreement.	
133	James A. Wise (Planning Commission)	No date	Critical areas	Proposed Change: A new exemption is proposed to be added to Section 22.10.360(I) see page 51 of the attached draft) to read as follows: l. The operation, maintenance, or construction of canals, waterways, drains, reservoirs or other facilities that lie within the boundaries of and are maintained by an irrigation district or company, provided that any new construction or related activity does not encroach into a critical area. **My Analysis:** As proposed, this nullifies any protection of our identified (Critical Areas) Fish and Wildlife Conservation Areas from KID operations. It gives them free rein to do anything they want to do in and around Amon Basin and any other protected designated wetland. The question is not *encroachment* but *impact.* One does not need to *encroach* to produce major impacts. Besides, KID could argue that any of their listed 'facilities' are already there *within* the boundaries of the protected area, and by the first exemption they've proposed are also excluded. This proposal literally gives the KID freedom to do whatever it wishes within our protected areas. **Solution:** Simply do not include this exemption. Any concerns about operation of existing "operation, maintenance, or construction of canals, waterways, drains, reservoirs or other facilities" can be handled in a Best Management Practices standard. These have worked, and are working elsewhere around the United States.	See response to comment #131.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
134	James A. Wise (Planning Commission)	No date	Critical areas	The Richland City Council has just voted to accept a roadway across Amon Basin which is designed to minimize damage to the wetlands there and preserve its significant different health, educational, and economic values for the city and its residents. These changes to our Critical Areas Ordinance proposed by the KID would seriously undermine the entire intent of the cooperative study that led to the planning and adopting of this alternate roadway from the original proposal. The city has shown that it can adopt a development path that meets the values and requirements of its varied interests and residents. These proposed changes introduced by the KID do not, but they can be easily resolved. Under no circumstances are they acceptable as proposed.	See response to comment #131.
135	Planning Commission Meeting (submitted by James A. Wise)	5/24/2017	Climate change	There is no mention anywhere in the draft Comprehensive Plan of "Climate Change." I believe this is a significant oversight, as Climate Change will be a major driver of city development over the remainder of this century. As a widely recognized "Climate Refuge," the City of Richland would benefit significantly from acknowledging this and positioning itself to both mitigate consequences and take advantage of opportunities.	Climate change impacts are generally discussed in the environmental review. It is unclear how it will impact Richland over the next 10 to 20 years, the planning period for this update.
136	Planning Commission Meeting (submitted by James A. Wise)	5/24/2017	Renewable energy	The City of Richland utilizes only .1% of fossil fuel in its total energy mix. This makes us one of the carbon cleanest cities in the State. We should be taking advantage of this in our economic development efforts, as it means something very positive to both potential future businesses and new residents. It also tells us where we should be placing our efforts if we wanted to significantly improve further our 'carbon footprint'. In a word, this would be the transportation sector, where we should encourage the use of Electric Vehicles (EVs) at all appropriate levels of fleet and private operations. We can do this by establishing charging stations throughout the city, as other cities have done. I see now mention of EVs or charging stations in the Draft Comprehensive Plan, but I hope this addition can be made.	Thank you for your comments.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
137	Debbie Berkowitz (Planning Commission)	No date	Critical areas	P. 34 (also in CAO) LU-4 (wetlands map). I appreciate that Rick included some of the Keene Road wetland areas on the critical areas map. Since these are not well-defined and since there may be some additional areas, I request that we include something like the following statement in the legend, 'Wetlands shown do not necessarily depict all wetland areas within the City. Property owners are advised that whenever there is a conflict between the critical area location shown or not shown on this map and the application of the City's critical areas ordinance, the provisions of the ordinance shall control.'	Maps have been updated.
138	DAHP	5/23/2017	Cultural Resources	We are supportive of HP Goal 1 and UD Goal 3 regarding cultural and historic resources in Richland because they provide direction for the City to proactively work to identify and preserve these resource types.	Thank you for your comment.
139	DAHP	5/23/2017	Cultural Resources	While HP and UD goals provide policy direction for protecting cultural and historic resources, it is unclear as to how development proposals affecting these resources will be reviewed and permitted. There is currently no methodology for consultation with the Washington State Department of Archaeology and Historic Preservation (DAHP).	Details on City consultation are described in development regulations. The City will consult with DAHP on development proposals with potential to impact cultural or historic resources.
140	DAHP	5/23/2017	Cultural Resources	In regard to coordination with DAHP on project reviews, we recommend the City execute a data sharing agreement with DHAP as well as applying for Certified Local Government (CLG) status that establishes a local historic preservation program. Instituting a CLG program allows Richland to apply to DHAP for federal pass through funds that can assist with historic preservation planning activities. For information about a data-sharing agreement contact Morgan McLemore (Morgan.McLemore@dahp.wa.gov) and Kim Gant (Kim.Gant@dahp.wa.gov) for information about CLG status.	This comment is being considered by the City.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
141	Mike Ritter (WDFW)	7/10/2017	Critical areas	The CAO update is comprehensive and makes use of newer documentation and language being incorporated by other municipalities statewide related to wetlands, buffers, and critical areas. These updates are clearer and more succinct. We support the City in its efforts to clarify jurisdictional responsibilities related to irrigation operations and City land management. In particular, we support the City in its management of the West Fork of the Amon basin through CAO regulations. Native fish, wildlife, and vegetation resources are adequately addressed in the revised section (Article III, Fish and Wildlife Habitat Areas). Additionally, many of these same resources are also protected through various wetland and upland CAOs.	Thank you for your comment.
Utilities					
142	Open House	3/20/2017	Landfill	I don't see any indication of future expansion of the landfill, which will be needed someday.	See the Capital Facilities Element for discussion on future landfill expansions
Housing					
143	Open House	3/20/2017	Type	Embrace the tiny house neighborhood. Make tiny house culture part of Richland culture.	Diverse housing types are encouraged in the goals and policies.
144	Open House	3/20/2017	Type	Zoning that supports "tiny houses" development should be approved. Homes of 2000-3000+ sq. ft. are a waste of resources; people should at least have a choice.	Tiny houses and associated smaller lots are not excluded in current zoning code.
145	Open House	3/20/2017	Type, density	OPPOSED to high density housing (aka apartments) between Willowbrook and Amon Basin. Put in like houses of like value if you build at all.	Thank you for your comment. This area has been zoned for multi-family housing since the 1970s.
146	Open House	3/20/2017	EIS, density	In terms of zoning, I think Alternative 3 for the Queensgate area has more high density residential and would be the better choice. It should also include walking trails to connect all the new residential areas with the Queensgate shopping center by bike or pedestrian.	Walking trails are to be considered during the parks planning process and during the development of this area.

5.2. Comments and Responses Part 2

Table 5-2: Comment and Response Matrix Part 2

#	Name/Affiliation	Date	Sub-topic	Comment	Response
General Comments					
147	Robert Benedetti	3/11/2017	Planning and vision	Let me summarize what I will say below: Money talks and BS walks Thanks for the opportunity to comment on the comprehensive plan. I would like to share some of the experience in my life and why The Plan, any plan will fail. It was fun and I got to hear other opinions. Yes, I am being negative, but honest. I do not envy you take on this project in the Tri - Cities I believe a plan has to have a visual, so the public can see what it means. Not a 2 dimension lay out, because it is the voting public who has to buy in. Every developer creates the visual to sell the Plat but seldom show what will happen in the surrounding areas in the future. First. My experience has been as boy growing up in Kansas City, a high-density city at its core and in the beginning you lived in apartments and single family homes next to each other, where you lived and work, up until 1951, when the city annex a large section north of the Missouri river, low cost land. The suburbs exploded. Now Downtown Kansas City is a place to go around and only used for some businesses and special events. Fortunately, the highway system affords fast transit to the Sprawling neighborhoods. Cities surrounded with cheap affordable land are hard to get high density Buildings and Appartments in the center of the town. Second. To assure this will occur you have to have the money to build the supporting infrastructure. Richland of all our cities has the highest downtown buildings because Fed dollars drove their construction. The federal building is the best example. So how do we get this done? The second highest density area of Richland is the Hanford and PNNL. Can the federal building be bought and turned into a low-cost business center in the future or a high rise condominium? DOE has moved out and contractors have moved in.	Thank you for your comments and observations of sprawling communities in other areas. Infrastructure and financing are key elements for future growth. Information on the City's infrastructure is available in the Transportation, Utilities, and Capital Facilities Elements. Also see the Capital Improvement Plan 2017 to 2030, Appendix F of the Comprehensive Plan.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				So if we have this future vision how do we fund it? Bonds? Make the builders pay for the infrastructure, toll bridges, Higher taxes. How do you get the public to buy into vision, not just the city council and planning committee? And if it requires connection with Kennewick, how do we get them to support it. With these questions asked and answered growth will be organic, developers will rule. Before the meeting last night, I meet with the Kennewick School District Chairman. He can't plan new schools because of the land prices/available land and no funds for supporting infrastructure to support the schools being set aside. Somehow the voters have to support the future of development and as you have seen few turn up to the meetings. Maybe we are missing the most important planning element.????	
148	David Orcutt	3/11/2017	Utilities, traffic, Rachel Road	1. What sense does it make to have a comment form when the "drafts and maps"" are unavailable online? 2. Why doesn't Richland utilities offer the same financial incentives/rebates as other local public power utilities do? 3. Traffic is becoming a bigger and bigger problem, in multiple locations. 4. I hope the Rachael Rd process is not just a fig leaf covering up someone's personal agenda. 5. I'd like an e-mail response from you to these questions and comments.	All maps and drafts have been made available online on the City's webpage at: https://www.ci.richland.wa.us/departments/community-development-services/2017-comprehensive-plan-update . Richland offers incentives to its Commercial and industrial customers for lighting and custom projects that reduce energy use. For residential customers, rebates and low-interest loans to qualified customers. See the Energy and Power sub-section of the Comprehensive Plan Supporting Document for details. Rachel Road expansion was addressed in a separate public involvement process. A decision has been made by the City Council to construct this project.
149	Nancy Doran	8/6/2017	Editorial	This is one of two sets of comments you will receive from me. These deal primarily with factual errors and questions about phrasing. The second one, not yet completed will deal with land use. 1) On p. 2, the plan says: In 1943, Richland was a small farming town of	The Comprehensive Plan documents have been updated to address these items.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				about 300 residents. In that year, the Federal Atomic Energy Commission purchased most of the area for a massive project to produce plutonium. This reads like a whitewash for what actually happened to the landowners, several of whom did not settle with the government until after the war. Furthermore, it was the US Army Corps of Engineers, Manhattan Engineer District that took over the land. The Atomic Energy Commission was not created until after the war. 2) On page 3: Then, in 1958, Richland citizens chose to incorporate as a first-class Washington city. The federal government began to sell the prefabricated housing erected for Hanford workers known as alphabet homes, which had been intended to be temporary. Much of that housing remains in use today. Several inaccuracies in this statement: Your statement implies that all the houses were prefabricated, and somehow sub-standard, which simply isn't true. • The first alphabet houses (A, B, D, E, F, G, H and L), were built in 1943 and 1944. Since no one could predict how long the project would go on for, the buildings were solid and well-constructed. Your illustration shows an F house, which is not one of the prefabs. • 1,800 prefabricated houses (1, 2, and 3 bedroom) were brought in to supplement the on-site construction, but these were never given a letter designation. 500 of these were removed after the war. By mid-1951, the prefabs had all been renovated by placing them on proper foundations and giving them the gable roofs they have today. • Additional standard houses (K, M, Q, R, S, T) were constructed in the late 40s, followed by pre-cuts (U and V) and finally by 1951 the Ranch houses (Y and Z) were built. • Sales of the houses began in June1957; the first house was completed on June 2 - when Paul Huckleberry purchased an M house at 78 Hodges Court. More accurate to say: After several years of discussion at both the local and federal levels, the federal government began the process of turning Richland into a self-governing city. Citizens were able to purchase their government-owned houses and Richland became a first-class city in December 1958. (If you really want to talk about the	

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				alphabet houses, insert an accurate paragraph about them.) p. 7 "Richland's park system serves a variety of users in its developed and undeveloped parks, including sports and other recreational activities. " Badly phrased – "sports and other recreational activities" should not be modifying parks, which is where these activities take place not the activities themselves. Suggest instead Richland's park system meets a variety of user needs including sports and other recreational activities in its developed and undeveloped parks, p.11 Why is "Research and Development" activities capitalized in the middle of the sentence. It isn't the name of a specific group. (What style sheet does the document use? Not the only place where the caps are used unnecessarily.) 3) On p.31 (and again in the supporting analysis p.30) The descriptions of the Tapteal Greenway don't seem right. The Tapteal Greenway is an organization, a trail, and a water trail. Your text clearly refers to the trail but gives the impression that there is a separate specific area along the Yakima with that name. In fact, the Greenway starts at Bateman Island, it goes through Chamna, and WE Johnson Park – areas covered elsewhere in the document -and north towards Benton City. Yes, there are multiple owners but your description doesn't capture it very well, and in fact seems to double-count areas p. 32 Built environment Due to its settlement history, the City of Richland does not have an abundance of historical resources. Historic structures unique to the City include 12 tract farm houses in the central city and six buildings in downtown that predate World War II, and the Alphabet Homes built between 1943 and 1951. Since you don't define "central city," this is a somewhat misleading statement. There are, in fact, 19 tract houses in the portion of the city between the river and SR 240 north of the Yakima, and that is the number typically used. I can supply addresses. Supporting Analysis Comments 1) P. 92 text says "James Lawless Park includes one 18-hole disc golf course." I believe that the disc golf club removed the course structures a few years ago. 2) T-4 - 2016 All Day Traffic Counts The legend box includes both "1001-	

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				5000" and "5000-10,000." I assume that it should be 5001-10000.	
150	Ginger Wireman	No date	Editorial	p. 2 Richland enjoys abundant water and natural Suggest removing - Abundant makes it sound unlimited. We have a limited water right. Flows in the rivers are not guaranteed. p. 2 Native Americans once lived at the mouth of the Yakima River, Native Americans continuously habited the area prior to Anglo settlement for about 9,000 years. (once lived sounds temporary) p. 8 Community Goal 5: Encourage the identification, preservation, and restoration of the City's open space and natural areas to maintain habitat, The fact that the wetlands are STILL not on critical areas ordinance maps after I have pointed this out to the Planning Dept. numerous times in the last 20 years is disappointing. Wetlands, and hydric plant communities are clearly visible in aerial photos. Incidental or accidental wetlands – those not owned by KID or another irrigation district should be protected. PUT THEM ON THE MAPS.	Text has been updated to address these comments.
151	Ginger Wireman	No date	Editorial	DRAFT Comp Plan - p. 2 Richland enjoys abundant water and natural AMENDED Additional Comment to that submitted at original deadline SUGGEST - Richland currently has access to both the Yakima and Columbia rivers as well as groundwater, for some irrigation and domestic water supplies. However, because of climate change, future water supplies are uncertain and we must use water judiciously to allow for projected growth. The UW Climate Impacts Group shows a likely decline in water supplies and snowpack. We would be foolish to ignore the findings of our top research university. https://cig.uw.edu/learn/climate-impacts-in-brief/acts Memorandum on Critical Areas Ordinance Update from Rick Simon Use of the WDFW Priority Habitat Species mapping is a good idea. Paragraph 1 fish and wildlife conservation areas:	Comprehensive Plan text has been modified to address these comments. A separate comment response matrix addresses questions related to the Critical Areas Ordinance.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				Please acknowledge that 'mitigation measures' are highly unlikely to be successful in any undeveloped areas remaining. There are no more jackrabbits in areas where they thrived 16 years ago, for example, because of habitat loss. That can't be mitigated. Last sentence: Once completed, these reports would be reviewed and ~~approved by the City~~, after consultation with the Department of Fish and Wildlife and Native American Tribes may be approved by the city. DO NOT START WITH THE ASSUMPTION OF APPROVAL	
152	Ginger Wireman	No date		SUPPORTING ANALYSIS AREA 2 CHALLENGES AND OPPORTUNITIES – AREA 2 Richland may need to be a little flexible in permitting and licensing new business. I heard of an entrepreneur who was denied a business license in town because the city called his work manufacturing – he was building extremely high-end circuit boards for medical equipment or something – only a handful a month. I believe he wanted to locate in the Parkway and was denied. The number of units produced did not sound like manufacturing of a scale that should have precluded his occupancy and potential for job creation. If his business ramped up maybe he'd need to move, but he'd be established in Richland at that point. Instead he took his company elsewhere. Scale and reality should be considered in business licensing and permitting. I also know of a food business that is afraid to update their property because they don't want to trigger other (unnecessary, one-size-fits-all requirements). TABLE LU-3 Top Cell Putting housing in the 300 Area will never be a responsible option. DOE will not clean below 15'. The efforts to clean the uranium plume are not working and many plants could have roots deep enough to pick up contaminants. Last Cell Where exactly does the city think it has 15 acres available to put in 225 units on our waterfront?? That	Thank you for your comment. Housing is not proposed in the DOE land. This is based on existing vacant lands in the Waterfront zoning district.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				goes against "leveraging the natural landscape." Richland has the best riverfront in the Tri not because of those properties but the undeveloped Rivershore/parks. The current homes at Columbia Point and Bradley Landing have already created conflicts between residents and recreationists. I've spent a lot of time on "The Strand" in Newport Beach and the South Bay (Los Angeles) the setbacks are farther, the paths are wider and the mix seems okay but really, who owns this land, and why not create more public access to benefit all of us. TRANSPORTATION p. 34 PURPOSE AND INTENT Typo in first sentence, the next 20 years is in there twice.	Corrected.
153	Jim Bixler (Pacific Northwest National Laboratory)	5/16/2107	Editorial	The primary comment we have is that there are inconsistencies and inaccuracies in how the DOE land and business/operations are addressed. In many places, the Hanford Site is addressed and is written to be inclusive of the PNNL Site and PNNL operations. This is not the case. Other places, it reads appropriate. So, my primary comment is for this planning info to either recognize: 1. the Hanford Site and PNNL Site (and PNNL operations) separately, or 2. the DOE site/land in total which includes the combination of the Hanford Site and the PNNL Site/PNNL operations. (FYI, attached is survey info from earlier that depicts the PNNL Site and Hanford Site boundaries.) Additionally, the recent DOE land transfer of 1,641 acres to the City, Port of Benton, and ENW, is addressed and notes it as part of its economic development/plans. This is good. And, the draft Comp. Plan info speaks to City fire and emergency services and its plans to include future fire station locations and services to include a replacement #73 station at the corner of Stevens Dr. and 240 and a new station #75 in north Richland at/near the PNNL campus. This is in-line with what the City planning provided and discussed to-date with the City. This is also good.	Updated Thank you for the comments.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
Columbia Point South					
154	Nancy Hess	4/5/2017	Public participation	I don't feel that City of Richland has informed public about changes planned for natural open space near Columbia point	Proposed changes are posted on the City's website. Numerous public meetings and workshops were conducted regarding this. Additional updates to the Council and the Planning Commission took place, and public comment period was extended for one additional month.
155	Heidi Hampt	4/5/2017	Public participation, open space	I am writing regarding the city's change to zoning at Columbia Point. I am concerned that recent changes were made without real public input. My preference for this area is to continue to see it as a natural area. I do not see a need for the zoning changes and would prefer no development on that area.	Initial land use proposal for "Commercial Recreation" has been modified with a less intense "Urban Recreation" designation in this area. Existing Natural Open Space designated lands are not proposed for any change.
156	Marcene Daines	4/7/2017	Development, open space	I live in a small area of Benton County surrounded by Richland. Most of my activities are in Richland, so I have concerns about the use of land there and the environment of the area. I prefer and recommend the area designated as Columbia Point South be kept as open space. If this is not possible, then I hope that you can keep any development to a minimum and not destroy the beauty of the river delta and surrounding area with lots of permanent structures, roadways, parking lots, etc. Money cannot replace the natural open space that we need to make our daily life more pleasant and free from commercialism. Leave that to the inner-city areas. Thank you.	Please see response to comment #9.
157	Carl Baker	4/7/2017	Open space	I would like to see the entire South Columbia Point area designated as a natural open space and that no motorized vehicles be allowed in that space.	Please see response to comment #9.
158	Scott Woodward (President, Ridges to Rivers of Space Network)	4/7/2017	Open space	The primary focus of our comments is Columbia Point South. While we applaud the city's effort to plan for growth and community needs we are opposed to the proposed uses at Columbia Point South. The proposed concepts which place commercial recreational adjacent to natural open space bodes ill for the remaining habitat and wildlife currently enjoying the area in question. The proposed use options in the commercial recreational space appear to have no consideration for the impact on the diversity of the ecosystem that	Current land use is Developed Open Space and Public Facility. Public Facility currently allows more intense use than the proposed Urban Recreation. Urban Recreation designation is proposed to allow limited uses in this area. It is intended to provide the public with places to gather for public events as well as provide some limited urban amenities, passive recreation opportunities, and

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				presently exists at Columbia Point South. At the very least we recommend that: No motor vehicles other than shuttle or service vehicles be allowed onto Columbia Point South. Pedestrian and bicycle traffic will be the mode of transport. The highest impact facilities planned for commercial recreational space need to be located on the freeway side of the property to diminish the impact on the natural open space. The list of allowable uses in commercial recreational space is very broad and should be abbreviated. An additional natural buffer needs to be implemented at the border of the commercial recreational space and natural open space. Native vegetation will be the landscaping norm in the commercial recreational space. We have been participating as individuals in the process up to this point and appreciate the opportunity to express our concerns on this aspect of the City of Richland's Comprehensive Plan.	open space uses. Existing Natural Open Space areas would remain unchanged. It is recognized that limitations exist for access to Columbia Point South, and this is a condition that would need to be addressed in the future.
159	Dartanya Helgeson	4/10/2017	Open space	I have reviewed the current draft of Richland's Comprehensive Plan, and I see that part of Columbia Point South is designated as natural open space and part is designated as commercial recreation. This area is a great habitat for native birds and migrating waterfowl and I would ask that all of Columbia Point South be designated as a natural open space. With the growth this area is experiencing, open spaces are quickly being gobbled up, so it is vital to have oasis of open, natural areas to provide a buffer for other land uses. Please keep this area closed to motorized vehicles to allow wildlife and people have a "breath of fresh air." Thank you!!	Please see response to comment #9.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
160	Kathy Criddle, (President, Lower Columbia Basin Audubon Society)	4/10/2017	Open space	Dear Council Members and City Staff, From the current (2008) Comprehensive Plan (P. CF2-13): Natural Open Space consists of land intended to remain largely undeveloped over the long term with limited public access, including Bateman Island, Chamna Natural Preserve, South Columbia Point, and Badger Mountain. With this letter we are reminding you of a promise the city made in 2013 to the Lower Columbia Basin Audubon Society at a Parks & Rec Commission meeting when we protested the change of South Columbia Point from a natural open space park to a special use park. We were promised that the city would hold open public meetings when considering changes to South Columbia Point. Now, with this Comprehensive Plan update, the city has changed part of what was a 230-acre natural open space park to a commercial recreation area, not even a park any more - and again, without a public discussion. We are one of a number of organizations that prefer to see all of CPS remain as a natural open space park where citizens can have a sense of isolation in a natural area, all within our growing urban setting. Having CPS as a natural open space park would make it an extension of the well-used Chamna Natural Area just west of CPS. We can support the idea of a Native American trading post with the rest of the area restored with native plant species appropriate to the area. We do not support many of the other uses that are allowed in the commercial recreation zoning. Any building should be close to the bridge access point to minimize damage to the rest of the area. We can also support shuttle service to the trading post, but no private motor vehicle access. Before motor vehicle traffic was restricted at South Columbia Point, the area was badly damaged by ATVs/ORVs. Since then, it has had a chance to heal to some extent. Pedestrian and bicycle traffic are encouraged, as they are now. Thank you for considering our request made on behalf of our local Audubon chapter (of over 200 members) and also the requests of other organizations and citizens who support having South Columbia Point as a natural open space area for the region.	Please see response to comment #12.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
161	Kathleen Megow	4/8/2017	Open space	My husband, Louis Boliou, and I wish to see Columbia Point South designated as a natural open space with no commercial development whatsoever. We live in West Pasco, across the river from Richland; however, we have both worked and shopped in Richland for many years. Columbia Point South is a Tri-City natural area, a place where residents of the Tri-Cities can go to hike, jog, walk their dogs, bike, bird watch, and generally enjoy nature. Just steps away, near Anthony's, are hotels, condos, more hotels, and restaurants. By opening Columbia Point South to commercial development, you deprive Tri-City residents of a lovely natural open area in favor of real estate moguls. I'm sure the existing hotels near Anthony's would not enjoy all the new competition. Enough public land has been turned over to commercial development in the Tri-Cities as it is, with hoteliers competing with other hoteliers. What we don't have are enough natural, open spaces. Destroy that, and it is gone forever.	Please see response to comment #9. Recreation opportunities will continue to be available for this area.
162	George Hagen	4/7/2017	Open space	I wish to say that the area identified as the South Columbia Point should stay as open space. First the egress to that area does not support any businesses such as hotels, casinos, trading post, etc. Also, I for one would not want to see those types of businesses in that area as I drive by from and to Pasco or Kennewick. We need open space over financial gain. That is a wonderful area to walk and the wildlife is abundant. Please leave South Columbia Point as open space.	Please see response to comment #12.
163	Mike Lilga (Board Member, Tapteal Greenway)	4/14/2017		Since its inception, the Tapteal Greenway has held as a goal the preservation of Columbia Point South for its habitat, cultural, and passive recreational values. We believe the highest and best use of this land is as natural open space, protected in perpetuity for all generations. We are not alone in this belief. Originating as an outcome of a broad public process, Ridges to Rivers Open Space Network recognized the importance of Columbia Point South and established the following goal in its Vision Plan: Recommendation OS8.6: Set aside the area known as Columbia Point South, Richland as Natural Open Space not subject to future development. From the RROSN Plan: Located on the south side of Interstate 182 near the Columbia River	Please see response to comment #12.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				Bridge, this parcel buffers, and helps to protect, the 813-acre Yakima Delta Habitat Management Unit (HMU), managed by the Army Corps of Engineers. The HMU contains a great diversity of habitat and wildlife, including resident and migratory birds, mule deer, and other animal species. The adjacent Columbia and Yakima rivers support salmon and other fish passage. Historic use of the Columbia Point South area includes Native American cultural sites as well as early settlement locations. The cultural value is significant enough that the site is eligible for listing on the National Register for Historic Places. Columbia Point South is a node – a place where trails, cultures, and wildlife have historically met and, if protected, will continue to meet as they always have. The habitats of Columbia Point and the Yakima Delta have remarkably high value, especially in our arid climate. While the upland habitats of Columbia Point South are somewhat degraded (but do contain native species and are suitable for restoration), other habitats rare in our part of the state, such as the open waters, wetlands, mud flats, shallow areas, gravelly and sandy shorelines, riparian areas, and grasses are critically important to numerous species. The importance is magnified by the location along the Pacific Flyway bird migration route. As a result, this area has been given the national designation of Important Bird Area by the National Audubon Society. A variety of migratory and resident fish species, including threatened and endangered salmonid species, also use the Delta. The combination of both warm water and cold water river systems provides an unusually rich food source for both fish and birds. In addition to the habitats on and directly adjacent to this area, Columbia Point South is important to wildlife as a buffer to urban impacts. Sensitive species are negatively impacted by the close presence of human development activity. Retaining Columbia Point South as natural open space is one step that can be taken to benefit wildlife. All trails of the Tri-Cities and Greater Mid-Columbia Region meet at Columbia Point. Trails parallel the journeys of the earliest residents, Native Americans; explorers, such as Lewis	

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				and Clark; and early settlers of the Northwest, such as members of the Longmire wagon train. Today, land trails north lead to Howard Amon and Leslie Groves Parks. Trails south and east comprise the Sacagawea Heritage Trail, connecting to Columbia Park, the Columbia river shore in Pasco, and the Snake River at Sacagawea State Park. Trails to the west of Columbia Point consist of the Tapteal Greenway Trail, connecting Columbia Point and Bateman Island to the Chamna Natural Preserve, W.E. Johnson Park, Horn Rapids County Park, and eventually Benton City. Columbia Point South is the nexus of three major water trails connecting Canada, Idaho, and the Mid-Columbia region to the Pacific Ocean. The Greater Columbia Water Trail connects the Canadian border with Columbia Point and Bateman Island. The Northwest Discovery Trail – including the Bateman spur which links Columbia Point and Bateman Island (believed to be the furthest point upriver travelled by Lewis and Clark) to Sacagawea State Park along the Columbia River – connects the Clearwater River in Idaho via the Snake River to the Columbia River Gorge at Bonneville Dam. Columbia Point is the downstream terminus of the Tapteal Water Trail that originates at Benton City. Columbia Point South is a node where cultures have long met. Native American tribes and bands lived and died there. They fished, traded, and camped there. It's the site of the historic St. Rose of Chemna, an oblate mission where white cultures met native cultures. It's the site of the Timmerman Ferry used by early settlers. The cultural and historic importance of Columbia Point South has been acknowledged by its nomination to the National Register of Historic Places, a designation reserved for only the most significant sites in the United States. We ask that you also recognize its significance and take steps to protect Columbia Point South in perpetuity. We ask that the status of the entire park be changed back to "natural open space," which is the designation in a previous Parks Master Plan and that you recommend that the Comprehensive Plan be amended to change the designation of the entire area to "natural open space."	

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				In addition, the Capital Facilities section of a previous Comp Plan states "Natural Open Space consists of land intended to remain largely undeveloped over the long term with limited public access, including Bateman Island, Chamna Natural Preserve, South Columbia Point, and Badger Mountain." Designation as commercial recreation is inconsistent with preservation of the significant historic, cultural, recreational, and wildlife values of this area. We also ask that the area continue to be closed to motorized vehicles. As privately owned open lands continue to be developed and the associated habitats and recreational opportunities continue to be lost, publicly owned open spaces become increasingly important. We encourage you to re-designate this publicly owned land as natural open space.	
164	Richard Badalamente	5/11/2017	Open space, EIS	I oppose the plan to convert most of Columbia Point South to commercial recreation zoned space. The division of what is now natural open space into 72 acres of commercial recreation and just 16 acres of open space as called for in the draft Comprehensive Plan, Alternative A, will result in a fragmented landscape and compromised ecosystem functioning. Fragmented landscapes degrade biodiversity, and have more edge adjacent to converted and disturbed habitat, making them more vulnerable to encroachment by non-native species. Lack of continuous habitat also poses challenges for species that need to move around. I urge the Commission to follow the recommendations of the 2012 Rivershore Master Plan and ensure this delta region remains a rich environmental center of Richland and the surrounding area.	Initial land use proposal for "Commercial Recreation" has been modified with a less intense "Urban Recreation" designation in this area. Existing Natural Open Space designated lands are not proposed for any change. Limited uses are proposed in the Urban Recreation land use, and related zoning district. Also, the acreages mentioned indicates only the areas where land use change is proposed. There will be a total of 177 acres of Natural Open Space and 80 acres of Urban Recreation.
165	Mary Peters	5/12/2017	Open space	Please do not develop Columbia Pt. south of the harbor along the shoreline. I do not want to see an amusement park, multi-level hotels/condos/ apts in that area either. A grassy park with trees could be OK but the more natural the better. Would like to see the transit buses run on Sundays and until 10 PM.	Please see comment response #9. BFT plans and provides for transit improvements. This comment will be shared with them.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
166	Paul Fraser	5/17/2017	Open space, development	I am extremely concerned about the Land Use portion of the Comprehensive Plan. Specifically, I am against zoning Columbia Point South as "Commercial Recreation." Hundreds of citizens use the bike path and walking trails in this area and enjoy the calming effects and intrinsic value of open space. As our community grows we need to remember that open space is becoming much more limited than it used to be. Columbia Point South would be ruined if the city allowed hotels, restaurants, boat rental, and the other development that is allowed under "commercial recreation" zoning. I am also concerned about magnifying an already bad traffic problem that occurs at the intersection of George Washington Way and Columbia Point Drive. Commercial traffic driving through the park and all the current restaurant, residential, and boat launch traffic would be unacceptable. My final reason to be against the development of Columbia Point South is the increased impact on wildlife and river fisheries from traffic, stormwater runoff, and the increased noise and traffic that development of Columbia Point South would bring. I cannot support the Comprehensive Plan with the current zoning for the inappropriate development of open spaces in Richland. Thank you for your Time, Paul Fraser	Please see comment response #9.
167	Nancy Doran	8/6/2017	Development	Land Use - I am very concerned about the proposed changes to Columbia Pt S. At every comp plan meeting I attended, there was overwhelming support for preserving natural open space. This plan doesn't preserve the area; rather the new urban recreation zoning will ruin the area. The area does not need another hotel. (A 3-story lodge is still a hotel.) Nor does it need restaurants, delis, and shops. Ideally development in this area should be kept to the absolute minimum (i.e., what the tribes have a legal right to erect.) The city could turn the area into an economic advantage – a walking destination – for the large number of local residents and hotel guests in the area. Bird blinds on the delta side. Better paths etc. Capital Facilities - Looking at the city's projected growth, there's no question that the city should be looking	Please see comment response #9.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				ahead to providing additional recreational facilities locating them where the main growth has and will take place – south of the Yakima. The Richland public library is a fabulous institution, but children in south Richland are unlikely to be able to get there on their own. The RCC is similarly difficult for them to access. The Prout Memorial swimming pool is insufficient to meet the city's current needs; it won't get any better in the future. (While north Richland has a number of neighborhood pools, most of south Richland has no local option.) A 10- to 20-year plan should include some plans for these facilities. The city should be looking for land where it could establish satellite locations for these facilities.	As the city continues to grow, considerations for these types of amenities will take place.
168	Carl Baker	8/10/2017	Development	I do not want to see development of the south portion of Columbia Point. It's best kept as a natural area with minimal development.	Please see comment responses #9, #12.
169	Mary Hartman	8/11/2017	Open space	I favor Columbia Point South being designated as natural open space.	Please see comment response #9.
170	Bob Rosselli (FOBM)	8/13/2017	Open space	When we responded to the initial comment period, we noted that the last two community surveys gave significant priority to natural open space. For the citizens of this community having more natural open space is very important. As one reviews the existing and current draft plan, natural open space is one component of land use that is still significantly underrepresented. The most important area that is still undeveloped and natural is Columbia Point South. This is an area that should remain natural and undeveloped. Not every section of the community needs to be developed or partially developed. That unfortunately is the City's current planning approach to Columbia Point South i.e., constrain development to businesses that cater to outdoor activities and would in the City's mind mesh well with natural open space. Unfortunately, it is still development and goes against the wishes of the majority of community citizens who bothered to fill out your surveys. At this point, the City is proposing changing the zoning to enable development of that area with businesses that cater to outdoor activities. Development is development and please listen to your citizens who do not want any type of development in	Please see comment response #9.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				that area. Leave it natural. There are many communities in America that have significant areas of natural open space that citizens flock to in order to hike, bike, do birding, see animals, enjoy the wildflower and shrub steppe plants, and, in our case, even launch kayaks and canoes. Do not ruin this possibility with further development and do not enable further development by changing your zoning. That is so non-transparent that even children can see through your ultimate objective. (And while you're at it, remove the electrical transformers that have already been placed next to the existing bike path along route I182. Leave Columbia Point South in its present natural state and develop it into a nature preserve with soft surface trails and non-motorized boat launches where the community can go out and really enjoy a part of what this region was all about for all times. This really is your last chance to address one of the highest priorities of your citizens. Let's hope you listen. Nature preserves do bring outsiders to your community and outsiders do bring economic benefit to local businesses who fortunately can still flourish and not be located on the spot.	
171	Shir Regev	8/14/2017	Development	I am concerned about proposed development of Columbia Point South. Due to the area's significance as a nature preserve (it is one of only two designated IBAs by the Audubon Society in the region and it is home to Chemna, the original, First American village. The city needs to focus on developing the CBD to attract visitors to the area instead of trying to develop the last bit of wetland we have.	Please see comment response #9. Existing goals and polices promote development in the City Center. Additionally, critical areas and other environmental regulations are in place and proposed to protect wetlands.
172	Ginger Wireman	No date	Development	NO FURTHER DEVELOPMENT AT COLUMBIA POINT Nice how you tucked this into a figure further through the document – and at a page break! 16% open space 89% Commercial Recreation? NOT ACCEPTABLE p. 19 Land Use Goal 8 – policy 4 NO FURTHER DEVELOPMENT AT COLUMBIA POINT P. 28/29 Proposed Land Use Table This is really sneaky! I hope it was accidental, it sure worked well to obscure the importance of it!	The Columbia Point South area land use as proposed will increase the total Open Space land from existing 153 acres to 177 acres.
173	Ginger Wireman	No date	Development	SUPPORTING ANALYSIS CHALLENGES AND CHALLENGES AND OPPORTUNITIES – AREA 3	See comment response #9.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				The city should stop talking out both sides of our mouths. We need to take Columbia Point off the table! Adding it back in at the recommendation of an outside consultant who has no knowledge or context for the history of the area was foolish. AREA 4 Further, in the additional supporting documents I was disappointed that WDFW created their overlay photo with Uptown in the Col Pt. South up against I-82. While it wouldn't be IN the critical habitat, increased noise and light pollution from businesses in that area will very likely disturb wildlife.	
City View West					
174					
Goals and Policies					
175	Ginger Wireman	No date	General	p. 8 Community Goal 7: Develop a vibrant Central Business District planned on a high-density land use. I believe this is similar to what is on the existing comp plan, yet the city is allowing Kadlec to sprawl all over. If the CBD is supposed to have high density, that's what it should be zoned and builders should have to do it or wait to build. p. 8 Community Goal 9: Provide and support an efficient, varied, and well-maintained transportation network. Until we get Hanford traffic off our streets this we will not have an efficient transportation network. SUGGESTED ADDING – Work with local employers to support commute trip reduction/ car and van pooling. Work with DOE to reinstate bus to central Hanford. (90% of Hanford employees drive single-occupancy vehicles. We have three bottleneck entries – four when Queensgate is done – it will not help) p. 8 Community Goal 12: Continue active citizen involvement and outreach education in development decisions and planning for Richland's future.	City guidelines encourage higher residential densities downtown, which in turn promotes CBD development. The City supports regional cooperation as indicated in various goals and policies. Also see Transportation Demand Management sub-section for additional details. Multiple public input opportunities were provided. See Public Involvement Summary.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				Planning and Engagement can be more proactive and doesn't have to occur in the library or school gym on a weeknight. I encourage Richland to conduct planning in Parks or set up at the Community Center during events to capture people who are already there. Also, I somehow stopped getting notices – one would think a person who participated in a first meeting would continue getting notices until a plan is on the books.	
				p. 10 ED Goals Implementing city-wide community owned broadband would help strengthen education and small business opportunities. Community Wi-Fi in city parks and public spaces would also enhance our ability to help students and educators.	Thank you for your comment.
				p. 11 ED Goal 6 Policy 7 and 8 Has the City made any effort to specifically ask Millennials what they are looking for in housing? What about first time homebuyers? I think they would like mixed-use urban style apartment living and if we had the data to prove it perhaps developers would build it. Also, many want electric car charging stations and recycling at the apartment complexes. Also, many first-time home buyers might look at existing housing stock in Richland and start to 'gentrify,' but the state of many older neighborhoods with unkempt rental properties is a discouragement.	Policy updated to address Young Professionals.
				p. 15 ED Key Opportunities Area 2 Build and Attract a more entrepreneurial and dynamic economy Again, Richland would do well to do a study with the young adults and the entrepreneurs who are here to determine why and what is missing. Frequent complaints about lack of recycling and why is there no solar infrastructure come up in surprising settings. I know the recycling issue is a tough one – net carbon footprint-wise, but young people who grew up doing it are greatly bothered that it's not a given part of the life here – they find it embarrassing. They worry about sustainability and wonder why we don't embrace	Thank you for your comment.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				deliberate actions like solar on city owned facilities or schools, etc.	
				p. 15 ED Key Opportunities Area 4 Closely monitor zoning and land use in the City Rick Simon and perhaps others were at the meeting Ridges to Rivers and the BFCHA hosted at WSU TC with Randall Arendt. He said stick to your zoning. Period. If a developer is interested in a site they will build on it within the zoning regs. He showed strip malls that had second and third stories added, MacDonald's IN historic homes, etc. Allowing Kadlec to build their offsite center, rip out perfectly fine and mature landscaping and waste prime commercial property with parking is a travesty. Let's not mess it up at Albertsons.	Thank you for your comment.
				p. 17 Land Use goal 1 See above… ED Area 4 and ED Goal 6.7, 6.8 Allowing infill is one thing, promoting and encouraging is another. While there is a lot of space for infill in old, central Richland neighborhoods, the poor code enforcement and shoddy condition of rental properties is likely a disincentive. People just move to Pasco or Kennewick to a newer home rather than deal with crappy properties nearby.	Thank you for your comment.
				p. 17 LU Goal 2 Establish land uses that are sustainable and create a livable and vibrant community. Badger Mt. South set a disastrous precedent! It is not sustainable by virtue of the fact you have to drive ten minutes (stated on their website) and through aforementioned bottlenecks to get to the high school, library, pool, river, etc. Trails in a neighborhood do not make it sustainable. Stop 'greenwashing' and do real sustainable building. Also 5,000 SF homes? NOT SUSTAINABLE!	Thank you for your comment.
				p. 18 LU Goal 5	Thank you for your comment.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				When/If Center Parkway ever goes through to Tapteal, we should partner with Kennewick to finish the rail trail and connect it to our portion.	
				p. 18 LU Goal 5 policy 1 & 2 Revise commercial building code to require a proper bike rack at businesses like restaurants, bars, coffee houses, and stores (insurance/law offices may want them, too!) Ensure SAFE access to businesses with a sidewalk or marked pedestrian trail across the parking lot. See Attached Appendix 2 (Overlaps with UD Goal One?)	Goals and policies are proposed. Specific design standards and development regulations will implement the details during the time of developments.
				p. 19 Land Use Goal 8 – policy 3 No more commercial or residential use along waterfront! Nothing closer than Sterling's or the Hanford House! There is enough. Even with the trail in front it is super elitist! The few remaining parcels – south of Shilo - should have the plaza, fountain, and public spaces envisioned in old shoreline plans. We lost the Greek Theater (Hampton Inn) and it was never replaced. HAPO stage does not count!	Thank you for your comments. Your suggestions will be considered.
				p. 19 Land Use Goal 8 Policy 5 & 6 Richland needs to start discussions now with the owners of Central Premix and start a public process for when they pull out of their site between the highway and Yakima River.	Thank you for your comment.
				p. 20 LU Goal 9 Island View How will you engage the tenants and land owners in the Island View Neighborhood? Donnie at the Bait shop and the gals who own Sage Port Grill would likely be very interested in this section plan but probably haven't seen it. This area has the potential to be a cool, mixed use neighborhood! The city should come up for building and design standards for the remaining portions so it doesn't look all crazy like what's there now.	The city can provide outreach to property owners in various parts of our community.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				p. 21 LU NE Goal 1 Policy 2 Commercial recreation is not appropriate for S. Columbia Point. The fact that staff couldn't define it at the Planning Hearing last week - then defined it with such things as casinos and restaurants - is astonishing. That is wholly incompatible with the adjacent natural areas. Please note, any paved or built surface creates Net Loss of ecological services.	See comment response #9.
				P. 22 LU Historic and Cultural Resources Policy 1 What is adaptive reuse? Do we want to maintain character with limited modifications? Let's say that. Also, please ADD … historic "Alphabet Homes" and Mid Century Modern homes of Richland.	Adaptive reuse is intended to maintain the character and place similar uses of the buildings.
				p. 22 UD Goal 1 Policy 3 See comment for LU Goal 5 Policy 1 & 2	
				p. 22 UD Goal 2 Policy 2 If we really care about complete streets and ped/bike friendly switch this around! Ensure public transit, bicycle, and pedestrian access in the commercial centers along with adequate parking, landscaping. We have more than adequate parking and listing it first shows ongoing bias toward cars.	Updated
				p. 22 UD Goal 3 Policy 3 The City needs to adhere to Dark Sky principals. Street lighting along Keene is like daylight! The city can significantly decrease lighting. Drive down Steptoe – the Kennewick side of the street is adequately lit. The Richland side is obnoxious. Save some money, start toning it down as bulbs need replacing.	This is a suggestion for plan implementation. Thank you for your comment.
				p. 22 UD Goal 4 Policy 1 & 2 The city needs to follow this itself.	

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				p. 24 LU-1 Existing Land Use Separating Badger Mt. South is a poor choice. It should be broken out and added with the portions of low, mid, and high density noted appropriately. But creating high density and allowing houses that are too big and expensive will not provide an adequate supply of housing stock. The City encourages minimizing light trespass for energy savings, dark sky ambience, and glare reduction. Again, City street lights are some of the worst offenders.	Badger Mountain South area is being implemented according to the Badger Mountain Sub-area plan and a land use category called Badger Mountain South currently exists.
				p. 39 Housing goal 4, policy 1.a When we lived at 703 Abbot we were told an LID would be implemented if majority of property owners WHO VOTED supported one. We wanted sidewalks. The City told us residents who lived in the boundary of the new LID would have a lien on their property and the sidewalk would be built if they voted no. We ended up moving to a neighborhood with sidewalks. The neighbors voted on an LID but several properties apparently voted no. The city should do liens. Stop messing around and get the streets done. That block looks bad, AND it's near the major intersection with Jadwin and has more traffic!	Thank you for your comments. Your suggestions will be considered.
				p. 39 Housing goal 4. Policy 5 & 6 The situation described above and poor condition of many rental houses is a disincentive for people to move into old Richland. But maybe assistance and better code enforcement could help.	The city has a strong interest in neighborhoods being maintained properly. Please contact the code enforcement division with any reports of zoning violations.
				p. 42 T Goal 1 YES PLEASE!!	Thank you for your comments.
				p. 43 T Goal 3 Would it be possible to put a few passenger cars on the tracks from Columbia Center and have at least commuter trains to PNNL & 2440?	Thank you for your comments. Much of this route is leased by a private company and would need appropriate approval.

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				p. 43 T Goal 7 Connecting Queensgate/Shockley or whatever you do, over the top to the Reata neighborhood is counter to this. The people who bought out there did so because they wanted the rural element. Creating a 'cut through' that will become a shortcut and major thoroughfare is a bad idea. Richland should not force our development concepts onto the unincorporated part of the county.	There is no Goal 7 under Transportation Element. The road network between Richland and County are being planned in a regional planning process.
				p. 43 T Goal 3 YES PLEASE ADD – Work with BFT to install shelters at bus shelters in unprotected areas (wind/sun)	Transit is promoted in the policy.
				TE Goal 4 Policy 4 Our weather has changed dramatically in the last forty years and the thunderstorms have become quite frequent. This is a good idea!	
				TE Goal 4 Policy 6 Policy 6: Plan and implement new streets and consider modifying existing streets to improve access control to sensitive areas. This sounds like a bad idea, what is the intention? If this is the road to Columbia Point South, no.	This is intended for maintenance and street improvements.
				p. 48 Utilities Goal 1 Policy 2 This speaks to prevailing power supply contracts and accessing low cost electricity… Has Richland done a cost benefit analysis of installing some wind and solar capacity and weaning the city off the coal portion of our mix as our contract is renewed with BPA? We have acres of roofs (city owned and large commercial structures like the freezer), and several significant easements where solar panels or small wind could be installed. This would be city owned power, and could lead to true community independence and resiliency. We could partner with PNNL and Energy NW to do research and learn from what we install.	While solar and wind development costs are continuing to decrease, they are considerably above the market price for wholesale power. The City continues to monitor all prices for power generation including renewables and are positioning to act prudently when it comes under compliance with the Washington State Energy Independence Act.

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				P. 49 UE Goal 5 Policy 4 We need MUNICIPAL BROADBAND!! For a community with our brain trust we should expect the best and assure access to our low income neighbors so they can meet their highest goals. We own the easements because of our electrical utility, it's silly to rely on the HORRIBLE cable companies – even if we had several, which we don't. http://muniwireless.com/2016/02/03/city-owned-fiber-better-model-for-cities/	The City continues to install broadband as economically feasible.
				P 50 Solid Waste Mgt. The City should look into building a waste sorting facility and recycling infrastructure as a business opportunity. Even if we have to ship recyclables to be reused for manufacturing, sorting them ourselves and keeping stuff out of our landfill could be a worthwhile investment. Also, if we had a Materials Recovery Facility here, we might be likely to find companies that would site here because of the availability of 'raw materials'. It's worth looking into.	Thank you for your comment
				P. 51 Energy See comment on p. 48 about city owned clean power.	
				p. 52 Irrigation The city should be moving toward gray water infrastructure in new developments. Wasting treated water on my lawn (because I'm not on KID) makes me sick. It's totally inefficient in our desert environment. The sewer utility might have to be a different scale, and maybe it could only be done with commercial properties, but we should look into the areas in the Southwest that already do this.	Using xeriscape principles can make a water-efficient landscape. See discussion under Urban Design.
				P 54 Capital Facilities Goal 1 & 4 The sprawl the city has already set up is pretty significant. How can we better serve south Richland and that ridiculous Badger Mt. South? Perhaps the City could purchase properties across from Yoke's and put another pool, a little wetland park (because there's a wetland) and a library annex. A pedestrian crossing	Thank you for your comment. Your suggestions will be considered.

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				over Keene would make it an expansion of Badger Park… or perhaps this could go between Cherrywood and the ridge. Not all of us belong to Meadow Springs or Hills West Pool! P 55 CF Goal 6 Yes, please do. And also, don't mess up what's left! Remember, mitigation is almost never successful without a lot of TLC. p. 56 CF Goal 9 Schools Sigh… I disagree with schools buried in neighborhoods, it creates traffic problems. The city should work with the school district on Walking School Bus and Safe Routes to School. p. 57 CF Goal 13 I generally feel very safe in Richland and think our police force does a great job. Parks and Open Space? There are no goals? We need more lacrosse fields. We can use football/soccer fields, but there just aren't enough. I personally would be fine with fields on the easement under the BPA line off Bellerive, but probably the neighbors wouldn't like it. General Comment There were no links to the Appendices on the website. That seems problematic and puts us at a disadvantage!	Schools are generally located at central locations of neighborhoods in order to serve children in the neighborhoods. This also is intended to ensure children's safety. Thank you for your comments. Your suggestions will be considered. Sorry for any confusion this may have caused. Appendices are now available in the webpage: (https://www.ci.richland.wa.us/compplan).
Transportation					
176	Jim Kelly	10/4/2017	Rachel Road	The Rachel Road extension I fear will be disruptive and not in alignment with the "Amon Creek Phase I, 60.12 acres, Future use agreement" that Mike Mills helped authored in 2009. Connectivity is the key. Why isn't the BPA utility road being considered? The BPA substation at the Southern end of Thayer is a good example of a city road providing access to a substation. The BPA access road	Rachel Road expansion is being addressed in a separate public involvement process. A decision has been made by the City Council to construct this project.

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				at the South end of the Amon Preserve is adjacent to the railroad right-of-way and is the least disruptive to the Preserve. The BPA access road currently provides parking at the Southern end of the Preserve near the yellow gate. This parking along with the Claybell parking provides wonderful access to the Preserve. The proposed road will cut through the Preserve. I fear the proposed road would look like Columbia Park Trail between Leslie and the railroad overpass were I often see wildlife that have been hit by traffic on Columbia Park Trail. Let's try and maintain the original intent of the agreement: "...the Amon Creek Property, in its present state, has significant natural features and provides critical habitat for fish and wildlife and should be managed as a public nature preserve providing opportunity for education, passive recreation, and quiet enjoyment by the public..." Please urge BPA and others to consider supporting an alternate route and maintain quality open space for future generations as the communities grow in South Richland.	
177	Albert Jacobs	11/5/2016	Traffic	Before you approve of any more housing or apartments, you must solve the traffic problems on Keene and Queensgate.	City proposes traffic improvements and additional roads in this area.
178	Judith Pardee	3/14/2017	Duportail Bridge	I am very concerned about the plans for the Duportail Bridge. I live in the Hills Community situated between I-82 and the proposed bridge. There is so much traffic going to the Walmart area on Queensgate that we residents cannot drive out of our complex; we are forced to use the back entrance which dumps into Duportail. When the bridge is completed, both of our access roads will be inundated with continuous traffic and we will be virtually stuck.	The city council has reviewed many options over the past several years and it has been determined that the Duportail Bridge is a solution that is important for the city.

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179	James Franz	3/14/2017	Traffic, housing	Ensure that development does not occur where traffic is routed through already established communities, and high volume housing imposes on already established communities. My example is the Willowbrook Community in Richland. Care should be taken to not allow the proposed Duane Smith apartment complex to be built on the adjacent land, as this will drastically reduce the value of homes in the surrounding area, and negatively impact the environment and enjoyment of existing residents. Additionally, care must be taken to not allow a through-traffic-travel route through this community, when alternative routes exist that would keep through-traffic streets from being added in the community, in other words, the Racheal Road extension should be considered to impact the already established community and wetland as little as possible. My opinion is that building more apartments is a negative trend, and that when built, they should not impose on already established communities. Thank you for your time!	Long- and short-term traffic improvements are proposed throughout the City that are intended to flow traffic in the atrial ad collector roads. Rachel Road expansion was addressed in a separate public involvement process. A decision has been made by the City Council to construct this project. Cities are required to allow land use for multi-family housing/apartments in order to increase choices of housing. When they are developed, traffic volume and capacity are considered during the development review process.
180	David Orcutt	3/19/2017	Rachel Road, EIS	An alternative needs to be found to the Rachael Road extension. I'm very interested in seeing a comprehensive EIS on the apartments by Amon Creek.	Rachel Road expansion was addressed in a separate public involvement process. A decision has been made by the City Council to construct this project.
181	Carl Van Hoff	3/20/2017	Traffic	I hope that your near term and longer term planning address the traffic burden in the Queensgate area. Currently the bridge across I-182 is too small for the traffic, and the configuration of lanes is difficult. This will only get worse as more traffic is delivered into this area. This increase can come about as more businesses locate out here, and will certainly jump if the apple orchard is developed. The Duportail Bridge will help this issue -- a little -- but the traffic flow in the area within a half mile of the city shops really needs to be thought through, and provisions need to be made to enable the increased traffic to actually flow through the area in an orderly way.	Both the City and BFCG are in the process of planning for reducing congestion in several areas throughout the City. This will result in identifying future improvements. The planned Queensgate improvements address these concerns. See PW website for additional information on these plans, expected to be constructed in 2018.

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				And while you're at the traffic flow issue, spend some time on the ground, experiencing the thrill of trying to drive from Walmart to Target. The hump in the road in the Gold's Gym area makes this a death trap.	
182	Jim Talbott	5/10/2017	Traffic	I believe, as many do, that we need to somehow enhance our downtown area. My thought is that a crucial part of this will be to LOWER the speed limits on Jadwin and George Washington Way, reduce them to 2/3 TOTAL lanes each, and add diagonal parking spaces. Obviously, this would NOT enhance our current traffic flow, so at the same time, we need to make our "Bypass" into a true bypass - by installing on/off ramps, over/underpasses, and removing all stop-lights. Between this and the new Duportail Bridge, we'll be in good shape for the coming decades.	The City's transportation planning includes a robust focus on pedestrian and bicycle improvements, and is based upon available funding. Both the City and BFCG are in the process of planning for GW Way to reduce congestion. This will result in identifying future improvements. There is no plan to reduce the number of lanes on George Washington Way
183	Don Bachand	5/11/2017	Traffic	I have lived in the Tri-Cities since 1993, and have resided in all three cities each for several years over that time frame, currently in Richland. When I first moved here, I was working at Hanford, and now work for PNNL. In my opinion, the Transportation section of the plan does not go far enough to address the traffic issues on George Washington Way and the Bypass Highway during the morning and afternoon commutes. I am an engineer, and it is counterintuitive to me to have any traffic lights on the Bypass highway because they defeat the stated function of the road. In my opinion, one of the goals should be to eliminate traffic lights on the Bypass highway to the extent possible, to make it largely free-flowing. As it currently functions, it is faster for someone commuting from North Richland to Pasco or Kennewick to drive through Richland than on the Bypass. So not only is the traffic bad on the bypass due to the traffic lights, it makes traffic on George Washington Way and Jadwin worse. This not only reduces the quality of life for people residing in the downtown area who need to make a short trip across town, it also reduces the safety of pedestrians and bicycle riders. Eliminating traffic lights on the Bypass highway (in particular Van Giesen, Duportail, and Aaron Drive) requires two things: 1) acknowledgement by the City of Richland and Washington DOT that although the Hanford workforce	Both the City and BFCG are in the process of planning for George Washington Way to reduce congestion. This will result in identifying future improvements.

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				is shrinking, the volume of traffic isn't going to go away because other businesses are moving into the general area or expanding; and 2) support from the state level to fund overpasses. In closing, I feel that the traffic issues created by traffic lights on the Bypass Highway are the most significant traffic issues in Richland, which also effect residents of the other two cities. This is clearly evident by the All Day and Peak traffic counts shown in figures T-4 and T-5 of the Draft Comprehensive Plan. It is frustrating as a taxpayer to see state funding put towards widening Route 12 between the Tri-Cities and Walla Walla, with no attention on the traffic issues relating to the Bypass Highway, which impact many more people.	
184	Laila Krowiak	5/9/2017	Bike lanes and walkways	Richland had the potential to be the most pedestrian and bicyclist city in Washington. In other words, the most desirable place to live. In order to achieve this goal two things are important: making pedestrians and bicyclists comfortable with having the right of way and by training drivers to offer the right of way. This can be done by increasing bicyclist infrastructure that does not demand bicyclists to take risks, widening sidewalks on main roads, planting shade trees on main roads, decreasing the in-city limits traffic speed to 24mph, and installing pedestrian lights at common crossing points. Doing so will benefit business as shoppers want a pedestrian experience as an alternative to the mall and strip malls. This is what Richland needs to be completely awesome and this is what families want.	Policies in the Comprehensive Plan promote bicycle traffic. Further details can be implemented at project level.
185	Ginger Wireman	No date	General	QUESTION – many of the Projects in the last Comp Plan (2009) seem to have fallen off the list. Connecting Comstock to Wellsian should be priority to make the neighborhood more walk and bikeable. It is unlikely most people will choose to walk to Fred Meyer from say, Benham and Jadwin, via Aaron or Stevens. They'll drive or wait for a ride. The City has an easement. This is a social/environmental justice issue. You are prioritizing roads in the wealthy neighborhoods (albeit ones no one wants built except developers) over roads that can give low income families the ability to safely walk to the store.	The projects indicated in the Comprehensive Plan are based on identifying deficiencies based on the established LOS, and addressing deficiencies through short and long term improvements.

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				With the closure of Albertson's, people are faced with walking out in the elements on Wellsian Way, or crossing GWay to go to WinCo. Neither is a great option with a cart full of groceries or a stroller. In the case of Wellsian it's a long walk with no shelter from the sun or wind. This proposed completion of Comstock to Wellsian is no longer in the Comprehensive Plan. Why? The City claims it wants to create a walkable city with complete streets (safe for walking and cycling). This is a perfect example of a place where it should be a priority connection. If not a street, at least a proper pedestrian/bike way. Also, would it be possible to work with Craftsman Tile (and the property owner) to gain a bike/ped easement from Benham to Wellsian too? 2009 Comp Plan Completing the sidewalk on Columbia Park Trail between Steptoe and Columbia Center Blvd. has also fallen off the planned list. Again this is a social/environmental justice issue. S. George Washington Way Intersection Improvements Table T-3 Please postpone or remove completely discussion of GWay intersection improvements until the City does a concerted effort to work with PNNL, Kadlec, USDOE, and Contractors to improve the number of car and vanpools. It is unreasonable to spend almost $10 million to accommodate mostly Pasco and Kennewick residents for a savings of about 15 minutes a day. The past proposals would damage successful businesses. The disruption to the neighborhood is a horrible idea. Please construct a pedestrian OVERPASS at this location. It could serve dual purpose, hanging traffic lights from it, welcome to Richland artwork, etc. Table T-3 Bellerive Drive Extension Is this funded from Hayden Homes developers' fees? If not, why not?	Developers are required to pay impact fees that offset costs for development.

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				Table T-3 Queensgate Drive – Phase II The people do not want this road. Despite what council seems to believe, we do not have to approve these types of sprawl. The developer is not guaranteed maximum profit at the cost of ruining the safety and character of the surrounding neighborhoods. Also, why would it be so expensive ($3.4 million) and will that come solely out of developers' fees?	Queensgate Drive improvements have been adopted as part of the city's long-range transportation plans.
				Instead, prioritize the walkable/bikeable projects that improve the quality of life for a larger majority of residents.	Thank you for your comments. Your suggestions will be considered.
				Table T-4 LONG RANGE TRANSPORTATION IMPROVEMENTS Queensgate North – DELETE! This will ruin WE Johnson park, and destroy too much habitat. Also, the cost of an additional bridge seems like something the public will not want to pay for – consider Duportail started out at $9 million and is not $35 million! Kingsgate South – Please work with the residents of Horn Rapids so that you don't ruin their neighborhood. Sound walls, lower speed limits, etc., should be part of any expansion of this route. SR 240 Widening While this may be necessary, please consider budgeting for a greenbelt along the highway to make the bike/walk path tolerable and not a horrible experience. SR 240 Pedestrian overpass at Columbia Center Blvd. projected cost (currently) is $4 million. Suggest taking $3.4 million from Alla Vista to Bermuda (which no one wants) to invest in the connection between the TC's "Arts and Entertainment District – Toyota Center, Hotels, etc. and Rivershore/Bateman Island.	Each project is expected to mitigate environmental and other impacts.
				It is 1.5 miles from the Red Lion to the overlook at the Wye. It should be an easy walk for visitors to get to the river without having to get in their car. If you sat in a convention hall all day, would you want to get in your	Thank you for your comments. Your suggestions will be considered.

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				car to drive to a river which is right nearby on your maps app? No of course not! And, if you don't care about convention goers, how about the visitors at the Holiday Inn Express, paying Richland's hotel motel tax? But really, this is a social/environmental justice issue. The people in the Island View neighborhood should be able to safely walk or ride bikes to Columbia Center, etc. Gage Blvd. and Badger Mt. Parkway. REMOVE Stop trying to turn neighborhoods into arterials! People who want to live close to the mall should buy a house close to the mall. Those of us who live in these neighborhoods should not be overburdened by the additional traffic these two proposed roads would bring in from the back side of Badger. Those people should get on I-82 and use Clearwater. Gage Blvd. has nowhere to expand and already has too much traffic between Leslie and the Mall many days of the year. Columbia Park Trail/Leslie A traffic circle (yes, I believe in them) would be a much better alternative at this site if the space can be made available. Also, this should be a much higher priority. Horn Rapids Industrial Area The development of the freezer at Horn Rapids is already heavily impacting the quality of life for residents of Horn Rapids. The City needs to meet with Horn Rapids homeowners and those at the RV park too, and enforce some standards of behavior for the commercial traffic. Truckers are spending the night alongside Kingsgate, ruining the shoulder and one wonders where they are relieving themselves. The neighborhood of Prestwick, near the entrance of HR is a nice neighborhood occupied primarily by folks over 55. The additional sound, light and noise occurring could dramatically decrease their property values.	Thank you for your observations. Existing Columbia Park Trail and other on-street trails are indicated in Island View area in map T-6.

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186	Len Pavelka (Transportation Planner, Benton-Franklin Council of Governments)	8/14/2017	Funding	Two of the mandatory elements - Transportation Facilities and Services, and Finances, as incorporated into the Report, are the framework for this letter. Section (6) of RCW 36.70A outlines the necessary components of a transportation element, within Section (6), Subsection (iii) address facilities and services, while Subsection (iv) addresses finance. The Transportation Facilities and Services section of our report echoes Section iii, which requests specific narrative on components of the transportation system and actions taken in the Plan. These topics will need to be discussed between BFCG and Richland staff. I believe in some instances maps are intended to be used as an explanation and I wonder if a citizen could grasp the intent of a map over a paragraph of explanation and a list. Financing asks, "Does the plan provide an analysis of the jurisdictions funding capability?" I would have to answer No. Subsequent questions in this section follow from the first one. Financing capability to fund current and future identified need should be addressed in the plan and I could not find such a discussion in this update. I believe a purpose of a Comprehensive Plan is to provide citizens, council members, and city staff with a knowledge base for an informed discussion of a city's future. Richland has a very good base to work with, but some details need to be ironed out.	The City plans to continue discussion with regional agencies on the transportation system. Financing is based the Transportation Improvement Plan, Capital Improvement Plan, and the City's budget. Financing for long term projects will come from a variety of sources, including impact fees, developer construction, City General Funds, Transportation Improvement Board grants, Highway Safety Program grants, State funding, Federal Surface Transportation Program funding as well as other Federal Grants.
				Land Use	
187	Robert Benedetti	4/10/2017	Open space, housing, development	I think this plan needs focus and integration. All of the elements cannot be done in a vacuum. They must be integrated and supportive. Many of Richland's issues center around a lack of priority and vision in our planning. This parallel element approach leads to division in our community and government leadership. A good example is all of the fight surrounding the Hayden Homes development and the Amon Basin Preserve conflict over the extension of Rachael Rd. This road extension was put on paper because it was meant to serve a purpose in the future that in reality it could not do.	Priorities are identified in the vision and values developed based on community visioning processes.

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				Our planning should start with a vision of our community that starts with what every citizen would like to see and then supported with other important elements. 1)Example for: North Richland residents would like to see the Shoreline of the Columbia and Yakima River, as the city expands, remain with full access of the shoreline by the public and possibly wildlife areas first, second limit commercialization on the shoreline. We do not want these public assets sold under the name of Economic development. Likewise, the South Richland City citizens want our special physical attribute Ridges and remaining wetlands and wildlife areas saved for public use and not used as an asset to be sold under the name of business development. 2) Diversity of housing without degradation of standards. Our low-cost housing should not be relegated to areas that are basically degrading to one's self-image. For example, low-cost housing plots lot next rail road tracks and huge power stations. 3) Next comes our Economic Development Vision and I believe that is clearly what we do not want to become. We don't want to become the mid to low tech industrial side of the Tri-Cities as Pasco is quickly becoming. Vineyards are wonderful, but that is not the Economic development core that we should be seeking, it should be Science and Technology. Our assets are many, PNNL, the Hanford site, Education, Health (Kadlec as a resource) center of neurological and genetic research, sport fishing etc. Once the top visions are set then everything should fall in place to support them; roads, housing, infrastructure, schools, parks and recreation, business development investment and on.	
188	Claudia Johnson	7/14/2017	General	Land use--All of Badger Mountain should be protected in perpetuity--and not be approved for residential on the Southern part--as your maps show. The river front property that Doc Hastings is trying to get back from the Feds--should be protected and if ever developed--done so with complete permission from ALL of the tribes in the area--not just one or two. Downtown	Badger Mountain Centennial Preserve is preserved in perpetuity. Badger Mountain South Sub-area Plan is an adopted plan north of the Preserve.

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				should reflect our strong Native American heritage--the fact this was Indian land. Rural areas, particularly around Kennedy (Ray's French Orchard should be put in an agricultural trust so that is always an orchard with trees. The city should work w/the family--it should never be zoned for commercial. Richland needs to start a Public Housing Authority--relying on Habitat excludes those who are not church goers--that is illegal. Also, the city needs to up the % of land that goes to high density housing to 10-15% or so. Right now it is a less than 2 people. People who work here should be able to live here--and not have to commute from Pasco or outside Richland if they work in service jobs. Also, a lot 5-10% of land for use by nonprofits--so there can be child care centers. Transportation the plan pays lip service to trails and walking, but if the city keeps building roads and roundabouts--then it is lip service. The city needs to connect the bus line on Keene (39) and make it go all the way to Hanford High. Right now, it stops at Lee. If the line was complete to HHS and to the Lab, there would be less cars on the road. Add an express service also during peak hours--and keep that line running until 12 midnight--so that the WSU students who live in S. Richland can come home on the bus. People who work at night will be safer in the bus/train than driving at night. Parks--set aside more land in trust for non-development. Protect the Queensgate trail. Don't connect Queensgate to Shockley--don't make that a super highway coming from Kennewick (Gage) all the way to Queensgate. That will destroy S. Richland. Stop building Diary Queens and fast food joints--bring in Trader Joes, and independent stores--not burgers, and pizza, and fast food. Build community gardens around the city. Require all developers to allot 10% of the land they develop to gardens and common outdoor areas. Require that people move to xeriscape by a certain year--each year increasing a % of land that is xeriscaped. Encourage solar 100 panels. Give tax credits for people to do this. Encourage tiny houses instead of single homes--and provide temp housing in	The Orchard area is privately owned. It will be up to the owner on how long the orchard use is intended to be continued. Comments noted. Many of these need to be coordinated with other regional agencies. Thank you for your observations and ideas. Your suggestions will be considered.

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				tiny homes through a Voucher/PHA program. Don't approve developer plans with homes with garage in the front--those increase crime. Require garages in the back--so that the front is open and visible.	
189	Brenda Wiesner	7/23/2017	Downtown	We really need to have mixed use facilities in downtown Richland. It's time for this. We need housing above businesses. We need office and art space above businesses. We need Central Richland to be a hub for shopping housing living. We need to have senior housing above some of these businesses the so that seniors can walk downstairs go have coffee and lunch do some shopping walk to the river, be close to doctor's office for medical visits, etc. We need to preserve as much land as possible and increase density in Central in downtown Richland. Green spaces, more mixed-use, and density.	These ideas are promoted in the goals and policies.
190	Francesca Maier	8/5/2017	Schools	2. Schools. This section is extremely weak. There is strong evidence that concentrated poverty leads to poor educational outcomes, and that ALL students thrive in diverse schools. The relationship between land use and healthy, excellent schools is clear. The vision statements and policies for schools need to protect the vitality of the neighborhoods around the schools, and creating diverse, mixed-income neighborhoods is critical to ensuring that ALL of Richland's schools are excellent. Currently, four of Richland's schools have Title 1 status, and their neighborhoods will continue to decline, while the schools perform worse due to concentrated poverty. Add a community goal that "Richland's schools are economically and ethnically diverse, providing neighborhood stability and excellent education outcomes for all students."	Updated
191	Ginger Wireman	No date	Library	If the City were visionary, they could use the land across from Yokes across Englewood/below the water tower, and put a library annex and maybe pool on that property, with a nature park in the wetlands. Alternately the large parcels on Brantingham would be good, but are not in public ownership.	Thank you for your ideas.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				Parks and Open Space	
192	Robert Rosselli (President Friends of Badger Mountain Board)	4/12/2017	Open space	We, the Friends of Badger Mountain Board, appreciate the opportunity to comment on the City of Richland's Ten (10) Year Comprehensive Plan Update. Our mission is to preserve and protect our local ridges which provide natural open space, scenic views, educational walks and recreational opportunities for local residents. Upon reviewing the plan, it turns out that our mission is completely in sync with the views expressed by Richland residents in response to the two latest community based surveys conducted by the City. The first community survey, taken in 2015, was summarized in the following manner: "protecting open space was the main message reiterated throughout the comments received. Unlike previous surveys most comments discouraged development." The second relevant survey was completed in October 2016. This survey was specifically meant to gather resident input to assist in the development of the updated 10-year comprehensive plan. Again, the message was clear: protecting and preserving natural open space was a recurring theme and one of the top three conclusions specified when residents were asked to rate-how would you like to see Richland in the next 20 years? What do you like most in the City? Identify the things that need improvement? And finally, what do you like most within the city? Given the priority of the responses, it appears to us that the citizens of Richland want and expect to see more natural open space in any future land use plan. However, the present January 2017 map with land use designations is not congruent with the desires of your citizens as stated in the above mentioned community surveys. If you examine the map the availability of existing natural open space is further diminished in areas where large swaths of natural open space currently exist. Here are two examples of this situation: the natural open space of Columbia Point South is diminished by designating some of the land available for commercial development; and the natural open	Natural Open Space land in Columbia Point South is not proposed for change. The originally proposed “Commercial Recreation” is now modified with less intense “Urban Recreation” land use.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				space of Little Badger Mountain and the area surrounding the mountain is further constrained by more residential development without providing for an open space corridor for soft surface trail development. Given the disparity between the survey results and the draft plan, the open question is: are you truly listening to the feedback provided by your residents as you update this plan? Over the past 10 years there has been significant commercial and residential development throughout Richland. The citizens are now saying enough is enough. They and we now need and want a more sustainable balance in the community by preserving all of the remaining natural open space within Richland's boundaries. There are, among others, two great opportunities to fulfill the wishes of residents and this organization and provide more natural open space. These opportunities are: preserving the areas not currently developed on Little Badger Mountain as well as the connectivity space through the saddle to Badger Mountain and leaving Columbia Point South exactly like it is today. We are available to answer any questions or to discuss our concerns further.	
193	Janet Davis	4/20/2017	Open space	Please add something to the Comprehensive Plan Update that will protect the land adjacent to Willowbrook on the east (property currently owned by Duane Smith). This property borders the Amon Creek Natural Preserve and contains wetlands determined by the Washington Department of Ecology to be "high value wetlands." This unique area desperately needs protection. An ideal approach would be for the City of Richland to purchase the property from Duane Smith. (He might be a willing seller after realizing he cannot build an apartment complex there without writing an Environmental Impact Statement.) The property could then be added to the Preserve with Tapteal Greenway continuing their current role of caring for it accordingly. If we want Richland to be the best it can be and fulfill its goal of protecting natural habitat within the city limits, we need to protect this property as well as other sensitive and critical areas.	Wetlands are regulated for protection under the Critical Areas Ordinance.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
194	Launa Morasch	4/20/2017	Open space	One of the goals identified for the Parks and Rec Dept. is to protect natural habitat within the city limits whenever possible. I believe the city has a once-in-a-lifetime opportunity to preserve just such an area within the city limits. It would provide opportunities for young and old alike to enjoy native habitat and wildlife they may not be able to enjoy in other areas of our city. The area is located between the Amon Creek Nature Preserve and Claybill Park - a perfect area to link these two recreation areas. The 14 acres is currently owned by Duane Smith, but I think the city could purchase the land with the intent of preserving its natural habitat. Yes, I understand that money is tight. However, the city could make the down payment on the property and citizens can create a nonprofit agency (like "Friends of Badger") to solicit funds from local businesses, people, and clubs. If we want to make Richland a "livable" place to attract business and their employees, we need to take every opportunity to preserve what is essentially a gem of natural habitat in our city. The housing developers nearby have already confirmed the benefit of such an approach when they agreed to allow land by the Amon Creek Nature Preserve to be put aside for the benefit of the residents surrounding the area. Please include this recommendation in our new Comprehensive Plan.	The area is located between the Amon Creek Nature Preserve and Claybill Park is currently designated NOS and DOS. Thank you for your comments. Your suggestions will be considered.
195	Carl and Debby Berkowitz	8/14/2017	Open space, parks, Columbia Point South, EIS (#4)	According to Richland's adopted "Tri-Cities Rivershore Master Plan," the Yakima delta region is the 'environmental heart of the Tri-Cities' and all of Columbia Point South is recognized as an Open Space area. As evidenced by surveys, open houses, and written comments taken during the Comprehensive Plan update process, the citizens of Richland highly value their parks and open space areas including their waterfront parks and natural areas. During this very open public process in which all citizens had multiple opportunities to provide input, the overwhelming majority of comments received to date (both written and at open houses) in response to the city's request for input on plans for Columbia Point South favored keeping the entire space as a natural area with a secondary preference for keeping part of it as a natural	Natural Open Space land in Columbia Point South is not proposed for change. The originally proposed "Commercial Recreation" is now modified with less intense "Urban Recreation" land use.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				area and part of it as a developed park. In addition, the Richland Parks & Rec Commission recently had a unanimous vote in support of maintaining the Developed Open Space designation instead of the (then proposed) Commercial Recreation designation for the upland area while leaving open the possibility for future cultural uses by the tribes. Recall also that a majority (55%) of Richland voters voted to voluntarily tax themselves to preserve open space in Benton County in the Conservation Futures ballot resolution in Nov. 2014. Finally, please note that the decrease in amount of parkland per 1,000 population over the next 20 yrs. is inconsistent with the expressed interest of the community to preserve and expand open space. Question: Given clear sentiments from citizens for their vision of the future of Richland, as expressed through the open and public Comp Plan update process and other indicators of their support for open space, how can the City justify removing Columbia Point South land from its park system? Clearly, the strong preference of citizens is to keep all of Columbia Point South as a natural area. However, if the Urban Recreation zoning does go into effect, the City should at least consider the following comments, concerns and questions:	
				1. The proposed Urban Recreation district in the Municipal Code (RMC 23.30.050) codifies the City's relationship with just one tribe, the Umatillas. Question: Why aren't all the interested tribes (including the Yakamas, Nez Perce, Wanapum, and Colvilles) included in the distribution of the cultural resource surveys? Question: The City has noted that the Umatillas have concerns about the future of Columbia Point South; for the public record, what are these concerns and what is the City doing to address them?	The City has notified all related tribes about this proposal. Concerns from Umatilla Tribe are mentioned in comment #41 of the part 1 responses. No other comments were received.
				2. More attention needs to be given to how the proposed uses in the Urban Recreation zoning at Columbia Point South impact the ecologically critical area of the Yakima delta. WDFW shows all of Columbia Point South (along with the Yakima River delta area and other areas along the Yakima River) as a Priority Habitat, and specifically "Biodiversity corridor. Area of mixed riparian, wetland, and shrub-steppe. Used as	Thank you for your comment.

#	Name/Affiliation	Date	Sub-topic	Comment	Response
				migration corridor by mule deer. Bald eagle foraging. Important shorebird migration area and waterfowl wintering." (Note that this is in contrast to the statement in the EIS that Columbia Point South has no Priority Habitat.) Upland habitat is also important to many of the shorebirds, songbirds, raptors, mammals, and reptiles that frequent the delta. As proposed by WDFW in their July 10, 2017 comment to the City, setbacks from the shoreline and wetlands to the Urban Recreation area larger than those proposed by the City would minimize impacts to wildlife while still leaving an ~300 ft. wide corridor at the north end of Columbia Point South for development. 3. With the great decrease in easily seen views of our beautiful shoreline, we urge the city to adopt building standards that would preclude further blocking views of both the natural area and the river from I-182. Any buildings in Columbia Point South should be restricted to a height such that they would not impact views into this area (and, in any case, no more than the proposed 40 ft. height limitation). 4. The EIS doesn't consider the impact of buildings on birds. Since the Yakima River Delta is a major bird breeding area and the Columbia River is an important migratory bird route, the City should require bird friendly building standards in the Urban Recreation zone (e.g., see the American Bird Conservancy's publication, "Bird-Friendly Building Design" and updated information at collisions.abcbirds.org). 5. To further maintain the natural feel of this open area in our growing urban region, dark sky standards should be applied to the lighting requirements for all facilities at Columbia Point South. 6. Before vehicular access to Columbia Point South was blocked in the 1990s, much damage had been done to the shoreline, wetlands, and shrub steppe areas by ORVs. Therefore, private vehicles shouldn't be allowed at Columbia Point South and motorized vehicular access should be by shuttle only, with most access along ADA certified trails, asphalt bike paths or designated horseback trails. Since being closed to motor vehicles, Columbia Point South has started to	3. Development standards can be prepared as a separate process. 4. Discussion has been added in the Comprehensive Plan and EIS to address this comment. 5. Thank you for your idea. Your suggestions will be considered. 6. With the proposed revised zoning, vehicular access could still occur, but to a limited number. Traffic volume and capacity will be analyzed during any development.

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				heal with native vegetation starting to return to the upland area. The existing 'keep out' boulders won't block all vehicular access to the very sensitive delta area. But limiting vehicle access to shuttle service would minimize the return of this potential problem of damage to critical areas by ORVs. Question: How does the City propose to minimize vehicular damage to the critical areas of Columbia Point South?	
				7. There is not much room for even a rural standard road with bike path and storm water ditches under the I-182 bridge (Note: the eroding bank would further limit the maximum possible width). An important safety issue is also related to having only one vehicular exit from Columbia Point South. Not allowing overnight camping would decrease this risk. Question: But more generally, how does the City propose to address this safety concern in its development plans?	7. Accessibility options will need to be reviewed and considered prior to any type of development.
				8. The addition of impervious surfaces and irrigation at Columbia Point South will result in surface water runoff to ecologically sensitive areas. To minimize the damage, the City should require use of native plant landscaping and native habitat restoration for all construction projects. The city should also require that any storm water retention basins be placed outside the natural open space areas and that they be planted with native vegetation.	8. Should be addressed through development regulations and permit process.
				9. Because of its historical context, one of the most intriguing uses for the Urban Recreation District is establishment of a traditional trading post - with the definition being consistent with the term as it has been historically used, i.e., a building at which locally produced foods and handcrafted or traditional items could be sold. Cultural heritage uses could also be established, but should be limited to those that would not require vehicular access (other than shuttle service) and those that don't require overnight camping (as discussed above). Other uses such as lodges (which sounds like another term for a hotel), restaurants, health spas, specialty shops, and outdoor theaters are already found in many other places in the city; Columbia Point South should be reserved for more historical tribal or environmentally oriented uses. A	9. Thank you for your comments and suggestions. These will be considered as we continue to proceed through the process.

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				traditional trading post might be supplemented with a small educational kiosk, and possibly a small playground area – all near the bike path and with access by ADA foot/asphalt bike/well marked horseback/shuttle access. Doing so could increase the use of Columbia Point South in a way that minimizes disturbance to this important natural area.	
196	Ginger Wireman	No date	Open space	p. 29 Natural Environment Again, wetlands are not shown on the maps. Also, the city has consistently NOT used the best available science. Or even common sense. When you build on a wetland, people end up with wet crawl spaces. Like in Applewood! As Debbie Berkowitz suggested, the wetlands are clearly visible on aerial photos. p. 29/30 Natural Areas Why is Amon Basin left off of the natural areas list? Did you hope we'd forget our most valuable wetland outside the river corridor? PLEASE ADD! p. 32 Land Use Environment and Sustainability "Richland's built and natural environment is maintained through multiple design and environmental protection approaches. Its natural resources are protected under the Critical Area Regulations, …" except where they are left off the map. Also, building on basalt outcrops and very steep slopes while feasible from an engineering standpoint, should be avoided.	Maps are updated Additional discussion on Amon Basin Natural Preserve is added in the Comprehensive Plan
197	Ginger Wireman	No date	Parks	Richland should be extremely careful when deciding whether to take a land set-aside or cash from developers. In the case of the Drollinger development off Duportail, we were screwed. It's a gravel pit and I don't see the City planning to improve it for soccer or lacrosse fields any time soon. The set-aside Bauder is promising is not a great gift if he expects volunteers to build a trail on a steep slope. The kids that live in those houses would be better off with more fields and a south Richland PUBLIC POOL Please prioritize additional Lacrosse fields. It is a growing sport, while soccer and baseball are probably experiencing level enrollment.	Thank you for your comments and observations. Parks and recreation needs are assessed based on demand, and the City is working on meeting the demand for various recreational facilities.

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				We desperately need a full pool in south Richland. Not all of us can afford Hills West or MS Country Club and we do not have any other lap pools. George Prout is not convenient for kids to be able to get themselves too-from on their own.	
Environment					
198	Gretchen Graber	9/7/2017	Sustainability, urban farming, parks	Concept of sustainability should be part of every working group or commission. Regardless of the working groups subject-sustainability should be part of every new idea or partnership the city engages in. There is a lack of leadership expertise in the area of sustainability and sustainable thinking in the city, please hire professional sustainability experts/consultants. If the city has not recognized this and is not working towards a sustainable ethic it is being negligent to future generations. Utilities should be partnering with solar technology, not just PV cells but passive solar hot water heaters, for low, medium, and high income consumers. Stop building homes that do not have a solar component of some kind. Take pride in our sunny weather, market it to new community members and business. Create a solar demonstration and education park/community center, that demonstrates how to replace high-water use landscaping. Put women in managerial positions. Hire effective people, to include women and other pragmatic thinkers. Stop hiring fast-talking, do-nothing, my way or the hi-way people. Hire people who understand science, environmental thinking, and sustainable development. Talk about climate change. Address the changes we can expect and how to prepare for these changes. Public leaders who are doing business as usual, at this point, are irresponsible and I would argue unethical. Support economically disadvantaged families by creating incentives for solar energy via solar panels AND passive solar hot water heaters. Hire someone who knows about practical applications for solar technology use. If each low-income alphabet house had a $3,500 solar hot water heater installed they could	The City currently offers low-interest loans to promote the use of solar power.

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				have more money to pay their other bills and to spend in the local economy, instead of going to the food bank and getting unhealthy food that causes disease. Can the city donate land to grow healthy organic food to give to the food banks? Want to decrease tax payer dollars on disease, get people to eat healthy food, make healthy food cool. Create internships that focus on sustainable changes that need to be made. Create a recycling program. Partner with PNNL to install solar hot water heaters in blocks of houses in low-income alphabet housing neighborhoods. Hire a sustainable landscape expert to plant trees that increase heating and cooling efficiencies in individual homes. Create partnerships with local non-profits for small 3- to 5-acre farms that should be incorporated into each neighborhood. Horticulture therapy is well known for stress-release, reduction in violence and other social ills, like stress and anxiety. Small sustainably managed gardens/farms create clean air and water. Take a stance for sustainability. Engage CBCC/WSU campus in sustainable engineering projects. Stop crowding and ruining our best downtown locations with chain restaurants that create obese and diabetic citizens. Benton Franklin Counties have the highest rate of diabetes IN THE STATE! Create a sand beach on the Columbia River. We live in the desert, surrounded by rivers and sand dunes, but have no beaches. Create a nice beach and swim area in Richland. Create a 50-year plan that incorporates green/open space, parks, sustainable and affordable housing, green corridors that pedestrians and bicyclists can maneuver through. Plan schools so they can be connected to natural or open space.	The City has a recycling program. Please see the Solid Waste Management subsection.
199	Janet Davis	3/21/2017	Critical areas	SUMMARY: Richland should provide (a) a system for public input on identification of critical areas, including	Map has been updated to show critical areas.

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				community treasures, and (b) protection of community treasures. The City should provide a system for public input on identification of areas in Richland that should be protected as critical areas. This would include areas in the commonly known critical area categories (wetlands, aquifer recharge areas, flood plains, geologically hazardous areas, and fish and wildlife habitat conservation areas) as well as areas with historical, natural, cultural, and educational significance – our community treasures. It looks like the City is doing a good job of identifying critical areas in the commonly known categories. Allowing public input would increase the chances that all critical areas are identified (e.g., a geologist may gain new knowledge that shows a previously unidentified area to be geologically hazardous). The public should also be able to identify community treasures with historical, natural, cultural, and educational significance as possible critical areas. To repeat a concept in another comment I submitted about critical areas, it is important that critical areas of all types be identified early on, to allow for efficient growth management decisions. It wastes developers' and the City's time if critical areas are identified late in the planning process. We can't allow financial, development, and political pressures to "take over" when critical areas have not been identified up front. An online submittal process would be nice. A simple process for considering the submittals would also be necessary. Perhaps the first submittal to the system could be the Keene Road wetland, which needs to be designated as a critical area in the wetland category. It was nice to learn at the open house that the area by the river below Duportail St with the visible layers of ice age flood deposits is now designated as a critical area because of its steep slope. That area is also a prime educational area, since it shows the ice age flood deposits so clearly - it is truly a community treasure. Thank you for the opportunity to provide input!	Area near Durpail St is proposed is proposed for Natural Open Space land use.

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				NOTE: The "community treasures" aspect of this comment is based on a checklist ("Ten Questions to Ask About Your City's or County's Comprehensive Plan") by Futurewise – a Washington State organization that was founded to support implementation of the Growth Management Act. Item 8 on the checklist is: "Does the plan encourage maintaining key aspects of your community that make it special? This could include landmarks, views, access to a river or lake, or other important community treasures." If it is inappropriate to use the critical area system to protect community treasures, the comment is still relevant – the City should provide a system for public input on identification of community treasures. The City should also have a system for protecting community treasures. The Comprehensive Plan should address the identification and protection of community treasures.	
200	Francesca Maier	8/5/2017	Climate change	1. Climate Change – the Comp Plan does not address the City of Richland's need to prepare for the impacts of climate change. Contingency plans, emergency response plans, and a rainy day fund need to prepare for more frequent flooding, drought, wild fires, large snowfall or ice events, etc. Add a community goal that "Richland is a city that is resilient to climate change impacts."	Thank you for your comments. Your suggestions will be considered.
201	Ginger Wireman	No date	Climate Change	SUPPORTING ANALYSIS AREA 1 CHALLENGES AND OPPORTUNITIES – AREA 1 - We must have Climate Resiliency to be economically resilient. Increasingly bizarre weather patterns, summer flash flooding in particular, but potential water scarcity and temperatures that cause work stoppages, will hurt our economy. At the HAB meetings this week we found out that last week 7 workers in the tank farms alone, suffered heat illness at Hanford, four required an ambulance. What happens to landscapers and construction workers?	Thank you for your suggestions. Your suggestions will be considered.
Utilities					
202	Ginger Wireman	No date	General	SOLID WASTE the practice of charging a one-time fee for a second trash can and charging extra each month for curbside	

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				bins is asinine. AT Minimum charge for extra garbage, not recyclables. Even if there's no net benefit from a 'carbon footprint' perspective recycling extends the life of our landfill and saves us money there. It is nauseating to see homes with trash cans overflowing with cardboard when we don't even fill our trash bin most of the time. Utilities- electrical Happy to see the City is still offering loans for net metering. Wish the city would invest in our own non-hydro, non-fossil power. We have acres and acres of public and private rooftops to do community solar atop! City Shops, Walmart, Freezer, Police Station… you name it. Utilities CABLE It would be great if Richland installed community owned broadband. We have a decent percentage of people for whom Charter is cost prohibitive. If we didn't already own the electrical utility, that would likely be out of reach. But we do, so easements are readily available. It could level the playing field and better support the growth of STEM in our homes, giving the kids computers at school that they can't use at home is kind of pointless. https://www.consumerreports.org/municipal-broadband/are-city-owned-municipal-broadband-networks-better/ Irrigation Be careful with KIDs effort to gain control over Amon. They use it as a discharge point, but they did not BUILD the landscape. The landscape was already there. The creek provides a valuable recreational amenity and potential learning spot.	Thank you for your comments. Your suggestions will be considered. Thank you for comments. Your suggestions will be considered.
Housing					
203	Carina ICJ Mitchell	7/18/2017	Type, EIS	I have lived in Richland for 23 years and I've been pleased to watch it grow. As an engineer and a student of public policy I know that for a community of this size	Thank you.

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				it's critical to manage growth and development in order to balance the needs of people and protect the delicate environment that sustains it. And so I am pleased to see that Richland has embraced Washington State's goals for urban planning. I have read the comprehensive plan. I think it has done a thorough and reasonable job at evaluating Richland's options for the future. I would like the city to know that I strongly support Alternative 3 (emphasis on high- and medium-density housing). I currently live in North Richland, near the Van Giesen-Jadwin intersection, in one of Richland's very few high-density zones. Over the past months, I have noticed increasing criminal activity and police presence. I think the fact that it is nearly the only area of the city where lower-income individuals can access, it has concentrated the poverty, and therefore the motive to commit property and drug-related crimes. I think adding more high-density and medium-density housing will help alleviate the pressure and make this neighborhood safer. Long-term urban studies conducted by HUD, as well as independent advocacy groups, have shown that mixed-residential (where low, medium, and high-density housing are in close proximity or zoned together, supporting a certain percentage of subsidized housing) provide better opportunity for low-income households to succeed. These communities have improved social integration, more resident involvement in local matters (such as school boards), and lower overall crime rates, all of which lead to more stable local economies. These mixed-housing zones often result in localized business growth as well, because such populations provide a good income base for commercial expansion. That alone, I believe, is reason for Richland to enact this plan. However, there are other reasons which the report spells out clearly as an advantage of this planning strategy: increased open space for public use, more efficient use of utilities, less environmental impact overall, and more efficient transportation opportunities. High- and medium-density housing is likely to promote the use of public and shared transportation options, which has the potential to help	Mixed uses and housing for all income groups are promoted in the goals and policies.

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				ease congestion on our city roads (particularly if there is localized commercial growth in these areas as well). All of these issues are critical ones Richland will face as the population continues to grow. Thank you	
204	Ginger Wireman	No date	General	HOUSING ELEMENT There is no admission that much of the housing stock is in pretty bad shape. While HE Goals in the Comp Plan suggest code enforcement, we must acknowledge the problems, and address residential decay so that we can find a way to solve it. Another issue that should be of concern is that vacant houses lead to dying trees. In our climate the loss of a shade tree is a very sad thing and contributes to heat island effect and higher energy demand.	Thank you for your observations.

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