ORDINANCE NO. 38-19

AN ORDINANCE of the City of Richland, Washington adopting the 2018-2019 Comprehensive Plan Amendments into the existing 2017 Comprehensive Plan and adopting the resulting document.

WHEREAS, through City of Richland Ordinance No. 42-17, the City adopted the Comprehensive Plan of the City of Richland (the Comprehensive Plan); and

WHEREAS, pursuant to RCW 36.70A.470(2), each city and county planning under RCW 36.70A.040 must include in its development regulations a procedure for any interested person, including applicants, citizens, hearing examiners, and staff of other agencies, to suggest plan or development regulation amendments; and

WHEREAS, the suggested amendments shall be docketed and considered on at least an annual basis, consistent with the provisions of RCW 36.70A.130; and

WHEREAS, Chapter 19.90 of the Richland Municipal Code, titled Comprehensive Plan and Development Regulation Amendments, establishes the procedures as required by RCW 36.70.A.470(2); and

WHEREAS, the City of Richland accepted applications suggesting comprehensive plan or development regulation amendments between January 1, 2018 and March 1, 2019; and

WHEREAS, a total of eight (8) proposed amendments were received, consisting of five (5) complete private applications for map amendments, two (2) City-initiated map amendments and one (1) City-initiated text amendment as identified in **Exhibit A**; and

WHEREAS, on April 23, 2019, Richland City Council held a workshop to review the proposed 2018-2019 Comprehensive Plan Policies, Maps and Zoning Code Amendments Docket; and

WHEREAS, on May 21, 2019, Richland City Council passed Resolution No. 66-19 authorizing the 2018-2019 Comprehensive Plan Policies, Maps and Zoning Code Amendments Docket; and

WHEREAS, the City of Richland Planning Commission held a workshop on June 12, 2019 to review the 2018-2019 Comprehensive Plan Policies, Maps and Zoning Code Amendments Docket; and

WHEREAS, the Planning Commission held a duly advertised public hearing on June 26, 2019 to accept testimony from anyone wishing to speak for or against the proposed changes; and

WHEREAS, the Planning Commission continued the public hearing to July 24, 2019 in order to deliberate on the proposed changes prior to making a formal recommendation to Richland City Council; and

WHEREAS, on July 24, 2019, the Richland Planning Commission voted to accept staff's suggested findings, conclusions and recommendations on the proposed amendments as evidenced in the Planning Commission's adopted meeting minutes; and

WHEREAS, on September 17, 2019, Richland City Council held a public hearing to consider the proposed amendments and the recommendation of the Planning Commission. All testimony from anyone wishing to speak for or against the changes was accepted, after which Council deliberated on the proposed changes; and

WHEREAS, the Richland City Council finds it prudent to adopt the updated 2018-2019 Comprehensive Plan of the City of Richland by ordinance.

NOW, THEREFORE, BE IT ORDAINED by the City of Richland as follows:

Section 1. The recitals and findings set forth above are hereby incorporated by reference.

Section 2. Richland City Council acknowledges that the Planning Commission conducted appropriate investigation and study and held a public hearing on the proposed amendments to the Comprehensive Plan. Council hereby approves the eight (8) proposed amendments to the Comprehensive Plan map and text. The Council has read and considered the Commission's findings, and hereby makes the following findings for the record:

1. Chapter 19.90 RMC provides that City Council will consider each comprehensive plan amendment and forward those selected to the Planning Commission for processing. Plan amendment applications may be submitted via private application and/or proposed by staff or Council.

2. The deadline for submittal of private party applications for consideration as part of the 2018-2019 Comprehensive Plan Policies, Maps and Code Amendments Docket was March 1, 2019.

3. Five (5) private party applications were received and deemed complete.

4. Three (3) city-initiated applications were received and deemed complete.

5. City Council held a Council workshop on April 23, 2019 to review the 2018-2019 Comprehensive Plan Policies, Maps and Code Amendments Docket.

6. On May 21, 2019, Richland City Council established the 2018-2019 Comprehensive Plan Policies, Maps and Code Amendments Docket by adoption of Resolution No. 66-19.

7. On June 5, 2019, notice of a public hearing to be held on June 26, 2019 was sent to property owners within 300 feet of each parcel affected by the proposed comprehensive plan map and zoning map changes.

8. On June 5, 2019, pursuant to RCW 36.70A.106, the City of Richland provided to the State of Washington the required sixty (60) day notification of the City's proposed Comprehensive Plan Policies, Maps and Code Amendments Docket and intent to adopt.

9. On June 5, 2019, a Notice of Public Hearing was posted at the City Hall and on the City website.

10. On June 9, 2019, a Notice of Public Hearing was published in the Tri-City Herald, the official newspaper of the City of Richland.

11. Public hearing notice signs were posted on or near each of the five (5) properties associated with the private party applications submitted for consideration. A public hearing notice sign was also posted at the location of the City-initiated application at the intersection of Stevens Drive and Jadwin Avenue.

12. All public notification requirements for the public workshops and public hearings were met.

13. On June 12, 2019, the Planning Commission conducted a workshop to review the 2018-2019 Comprehensive Plan Policies, Maps and Code Amendments Docket.

14. On June 21, 2019, the Richland Development Services Department issued a SEPA Threshold Determination of Non-Significance (DNS) for the actions listed on the proposed 2018-2019 Comprehensive Plan Policies, Maps and Code Amendments Docket. The SEPA Threshold Determination of Non-Significance was issued after utilizing the Optional DNS Method.

15. CPA 2018-102 and Z2018-105 consist of an application to change the land use designation on approximately two (2) acres from undetermined/undesignated to Parks & Public Facilities (Parks & Public Facilities Zoning District) on property located at the intersection of SR-240 and Stevens Drive.

16. CPA2018-103 consists of an application to change the land use designation on approximately 1.99 acres from Developed Open Space to Medium-Density Residential. The property is located at the southwest corner of the intersection of Clubhouse Lane and River Valley Drive in the Horn Rapids Golf Community (northern portion of the existing parking lot for the Horn Rapids Golf Course).

17. CPA2018-104 consists of a request submitted by the City of Richland Fire & Emergency Services Department to amend Capital Facilities Goal 12 (Re-label current Policy 3 to Policy 4 and add a new Policy 3).

18. CPA2019-101 and Z2019-101 consist of an application filed by Bethel Church to change the land use designation on approximately ten (10) acres from Low-Density Residential to High-Density Residential, and to change the zoning district from Low-Density Residential R-1-12 to High-Density Residential R-3. The property is located north of Shockley Road immediately west of the existing Bethel Church.

19. CPA2019-102 and Z2019-102 consist of an application filed by North Stone Richland, LLC to change the land use designation from Low-Density Residential to Medium-Density Residential, and to change the zoning district from Low-Density Residential R-1-10 and Medium-Density Residential R-2 to Medium-Density Residential R-2S on approximately 54.40 acres. The property is located within an undeveloped area of Horn Rapids west of the 4th hole fairway.

20. CPA2019-103 and Z2019-103 consist of an application filed by Tim Bush to change the land use designation on approximately 1.8 acres from Developed Open Space to High-Density Residential, and change the zoning district from Parks & Public Facilities (PPF) to Multiple Family Residential R-3. The property is located north of Dupertail Street immediately east of 412 Thayer Drive.

21. CPA2019-104 and Z2019-104 consist of an application filed by Tim Bush, Lot 4 to change the land use designation on approximately 2 acres from Developed Open Space to Commercial and change the zoning district from Parks & Public Facilities to Retail Business C-2. The property is located south of Lawless Drive immediately west of Fred Meyer.

22. CPA2019-104 & Z2019-105 consist of an application filed by the City of Richland to change land use designations and zoning districts on portions of City-owned properties located at Leslie Grove Park, Howard Amon Park, Amon Preserve and W.E. Johnson Park.

23. Based upon the application materials submitted and presentations by the applicants, the proposed amendments will not adversely impact the City's ability to provide sewer and water, and will not adversely affect adopted levels of service standards for other public facilities and services such as parks, police, fire, emergency medical services and governmental services.

24. Adequate infrastructure, facilities and services are available to serve the proposed or potential development expected as a result of these amendments.

25. The proposed amendments are consistent with the goals, policies and objectives of the Comprehensive Plan of the City of Richland.

26. The proposed comprehensive plan amendments will not result in probable significant adverse impacts to the transportation network, capital facilities, utilities, parks, or environmental features.

27. The subject parcels being re-designated are physically suitable for the allowed land uses in the designations being requested.

28. The proposed amendments are consistent with the Washington State Growth Management Act, the Benton County planning policies and other applicable local and state policies, agreements, and laws.

29. The proposed amendments will not have a cumulative adverse effect on the planning area.

30. The City-initiated comprehensive plan amendments are primarily house-keeping in nature and are consistent with the goals and intent of the Comprehensive Plan of the City of Richland.

31. The State of Washington's Growth Management Act requires that comprehensive plans be effectuated by various development regulations such as subdivision regulations, critical areas and zoning. Proposed Ordinance No. 39-19 will give effect to the comprehensive plan amendments approved by this action.

32. The proposed area-wide rezoning of the properties in question is dependent upon a change in the land-use designation of the Comprehensive Plan of the City of Richland.

33. The Planning Commission recommends approval of an area-wide rezone in order to bring the zoning into compliance with the change of land-use designations authorized by the passage of the five (5) private party applications and the City-initiated actions (i.e., the map amendments).

Section 3. The 2018-2019 amendments to the 2017 Richland Comprehensive Plan as identified in **Exhibit A** and depicted in **Exhibit B** are hereby adopted and incorporated into the Comprehensive Plan of the City of Richland, which is adopted in its entirety by this Ordinance No. 38-19 and set forth in **Exhibit C**.

Section 4. Richland Municipal Code Section 23.01.030, entitled Plan adopted, as first enacted by Ordinance No. 28-05 and last amended by Ordinance No. 42-17, is hereby amended to read as follows:

23.01.030 Plan adopted.
There is hereby adopted as a current and flexible guide to coordinate the public and private development of property and other resources of the city of Richland that certain comprehensive plan adopted by the Richland city council on October 6, 1997, ~~and~~ amended on December 14, 1998, December 7, 1999, December 19, 2000, October 16, 2001, December 2, 2002, December 3, 2003, December 7, 2004, December 6, 2005,

December 19, 2006, December 4, 2007, December 2, 2008, November 17, 2009, August 3, 2010, November 16, 2010, November 27, 2012, November 19, 2013, November 18, 2014, December 1, 2015, and November 15, 2016, ~~and~~ updated as required by law on October 3, 2017, and amended on October 1, 2019, which is on file with the city clerk and consists of general goals and policies relating to economic development, land use, transportation, utilities, capital facilities and housing, and also includes a revised urban growth boundary land use plan map.

Section 5. All prior versions and of the Comprehensive Plan of the City of Richland are hereby repealed.

Section 6. Pursuant to RCW 36.70A.106(2), this ordinance shall be transmitted to the Washington State Department of Commerce within ten (10) days of adoption.

Section 7. The provisions of this ordinance are declared separate and severable. If any section, paragraph, subsection, clause or phrase of this ordinance is for any reason held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this ordinance.

Section 8. This ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

Section 9. The City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance, including but not limited to the correction of scrivener's errors/clerical errors, section numbering, references, or similar mistakes of form.

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the 1st day of October, 2019.

ROBERT J. THOMPSON
Mayor

ATTEST:

TONI FULTON, Acting Deputy City Clerk

APPROVED AS TO FORM:

HEATHER KINTZLEY, City Attorney

Date Published: October 6, 2019

EXHIBIT A to Ordinance No. 38-19

2018/2019 DOCKET

File Number: CPA2018-102 & Z2018-105
Applicant: City of Richland Fire Department

The Richland Fire Department is proposing to amend the Land Use Map from undesignated to Public Facility with a concurrent rezone from undesignated to Parks & Public Facilities for a single parcel of 2.05 acres located at the intersection of Stevens and SR 240 (Parcel Number 134081000029000).

File Number: CPA 2018-103
Applicant: Rew (HJBT Properties, LLC)

The applicants are proposing to amend the Land Use Map from Developed Open Space (DOS) to Medium Density Residential (MDR) for a portion of property consisting of approximately 1.99 acres located immediately south of the Horn Rapids Golf Course Clubhouse (Parcel Number 128082000001005).

File Number: CPA2019-101 & Z2019-101
Applicant: Bethel Church

The applicants are proposing to amend the Land Use Map from Low Density Residential (LDR) to High Density Residential (HDR) with a concurrent rezone from Low Density Residential R-1-12 to High Density Residential – R3 for two parcels totaling approximately 10.25 acres located on the north side of Shockley Boulevard and west of the existing Bethel Church (Parcel Numbers 122983000006002 & 122983000006003).

File Number: CPA2019-102 & Z2019-102
Applicant: North Stone Development (Stewart Stone)

The applicant is proposing to amend the Land Use Map from Low Density Residential (LDR) to Medium Density Residential (MDR) with a concurrent rezone from Low Density Residential R-1-10 and Medium Density Residential R-2 to Medium Density Residential R-2S upon a portion of property totaling approximately 54.40 acres (Parcel Number 120083000009010).

File Number: CPA2019-103 & Z2019-103
Applicant: Tim Bush

The applicant is proposing to amend the Land Use Map from Developed Open Space (DOS) to High Density Residential (HDR) with a concurrent rezone from Parks & Public Facilities (PPF) to High Density Residential R-3 upon property totaling 1.81 acres located at 1380 Duportail Street (Parcel Number 115981013592002).

File Number: **CPA 2019-104 & Z2019-104**
Applicant: **Tim Bush**

The applicant is proposing to amend the Land Use Map from Developed Open Space (DOS) to Commercial (C) with a concurrent rezone from Parks & Public Facilities (PPF) to Retail Business (C-2) totaling 2.02 acres located at 1383 Lawless Drive (Parcel Number 115981013592004).

File Number: **CPA2019-105 & Z2019-105**
Applicant: **City of Richland**

The City of Richland is proposing to perform minor mapping amendments to both the Land Use Map and the Zoning Map as "housekeeping purposes" at the following locations:

1. Leslie Groves Park – Amend Land Use Map by extending the Natural Open Space (NOS) designation north along the riverfront from the existing Natural Open Space (NOS) boundary north to Newcomer Street with a concurrent rezone to Natural Open Space (NOS) (Portion of Parcel Number 111981020624001).
2. Howard Amon Park – Amend Land Use Map from Natural Open Space (NOS) to Developed Open Space (DOS) to match the rest of the developed city park and to be consistent with the existing Parks & Public Facilities (PPF) Zoning (Portion of Parcel Number 013981000000000).
3. Amon Preserve South – Amend the Land Use Map at the south end of the Amon Preserve from Commercial (C) to Natural Open Space (NOS) to be consistent with the existing Natural Open Space (NOS) Zoning (Southern portion of Parcel Number 101882000001003).
4. Amon Preserve East – Amend the Land Use Map upon Parcel Number 101883000002000 from Low Density Residential (LDR) to Natural Open Space (NOS) with a concurrent rezone from Low Density Residential R-1-10 to Natural Open Space (NOS)
5. Amon Preserve North – Amend the Land Use Map from High Density Residential (HDR) to Natural Open Space (NOS) with a concurrent rezone from Multiple Family Residential (R-3) to Natural Open Space (NOS).
6. W.E. Johnson Park – Amend the Land Use Map from Natural Open Space (NOS) to Developed Open Space (DOS) in the area referred to as the "old dump" (Parcel Numbers 104984000013000 & 104984000014000) and change the zoning from Parks & Public Facilities (PPF) to Natural Open Space (NOS) upon land located east and south of the "old dump" to match the existing Land Use Map designation (Parcel Numbers 104984000015000, 109981000004000, 109981000005000, 109981000006000 & 109984000004000).

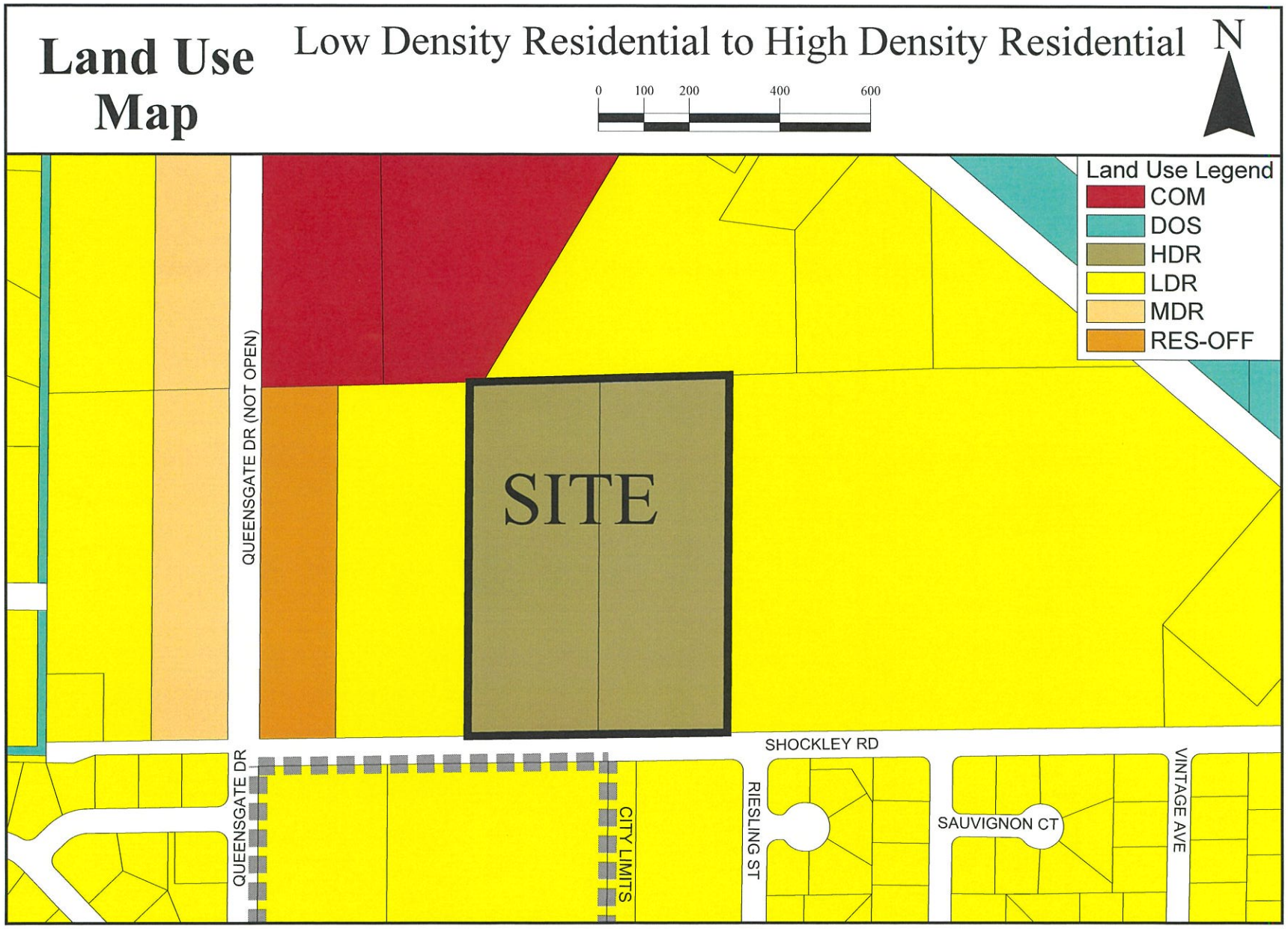
File Number: **CPA2018-104**
Applicant: **City of Richland Fire Department**

The City of Richland Fire Department is proposing to amend Policy #3 of the Capital Facilities Element and Add a new Policy #4.

Land Use Map
REW
(From DOS to MDR)
N
SR-240
River Park Dr
Kingsgate Way
Clubhouse Ln
SITE
Land Use
Commercial
Developed Open Space
High Density Residential
Medium Density Residential
0 62.5 125 250 375 500 625 Feet

Land Use Map

Low Density Residential to High Density Residential

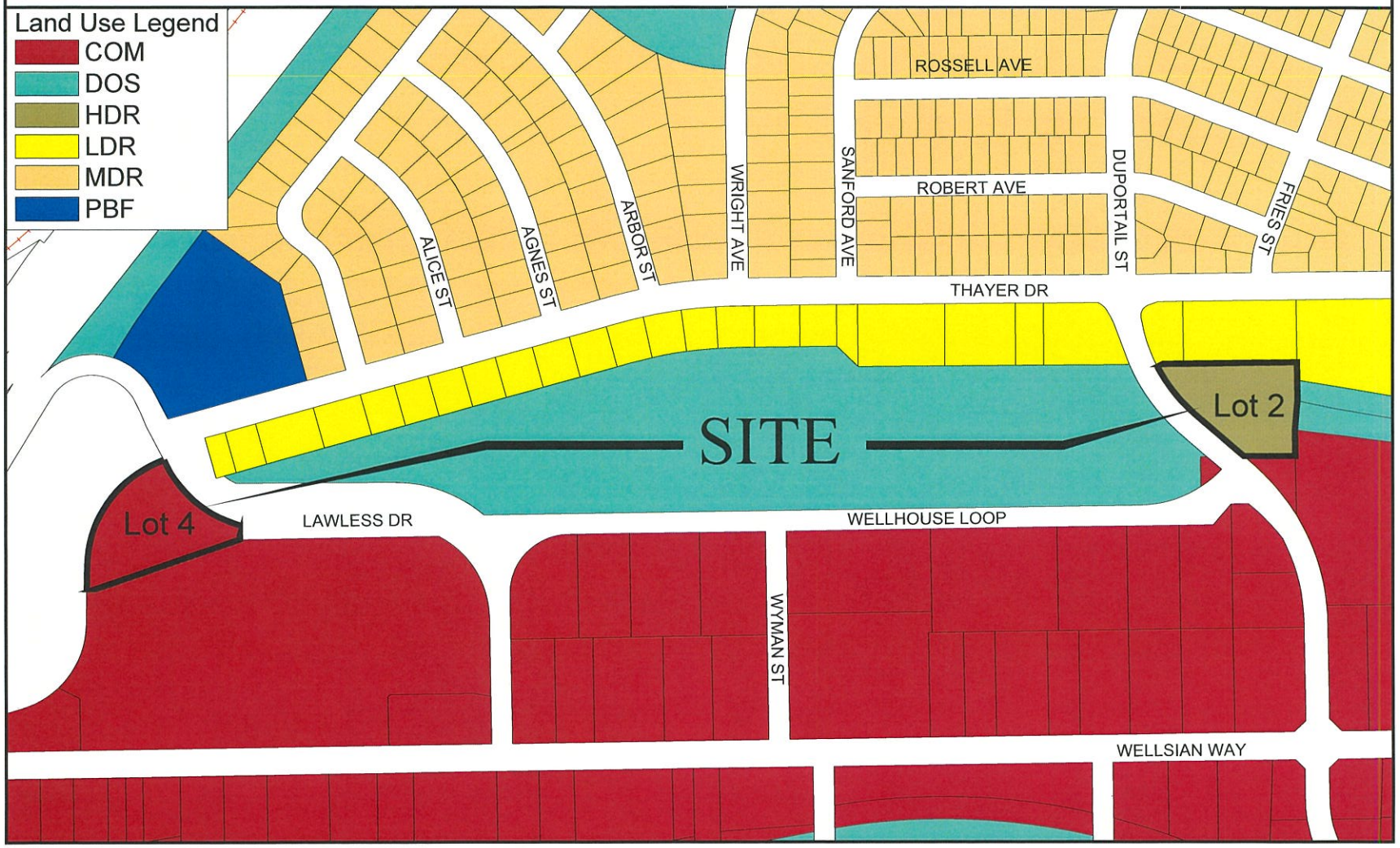


Land Use Map

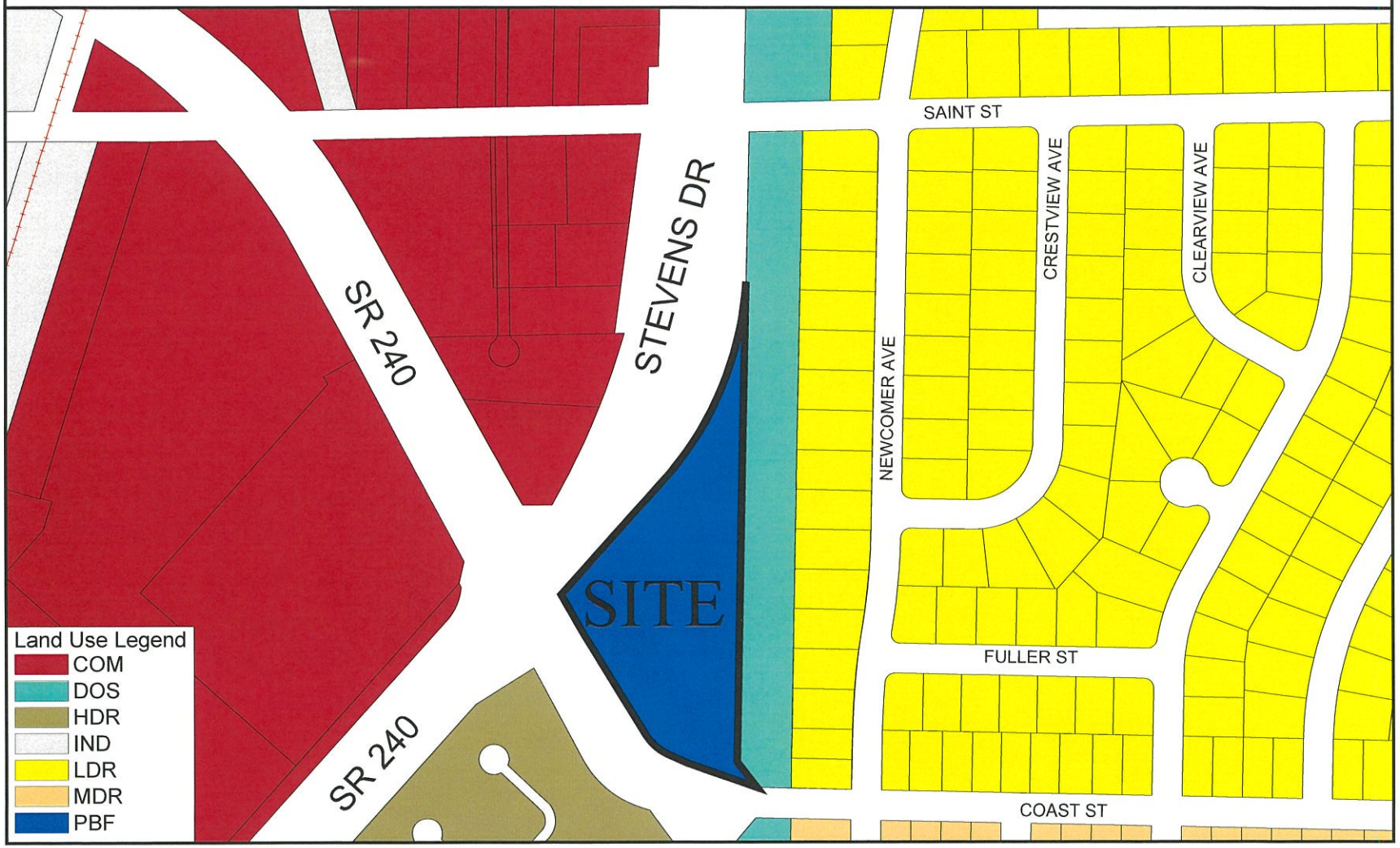
Low Density Residential to Medium Density Residential

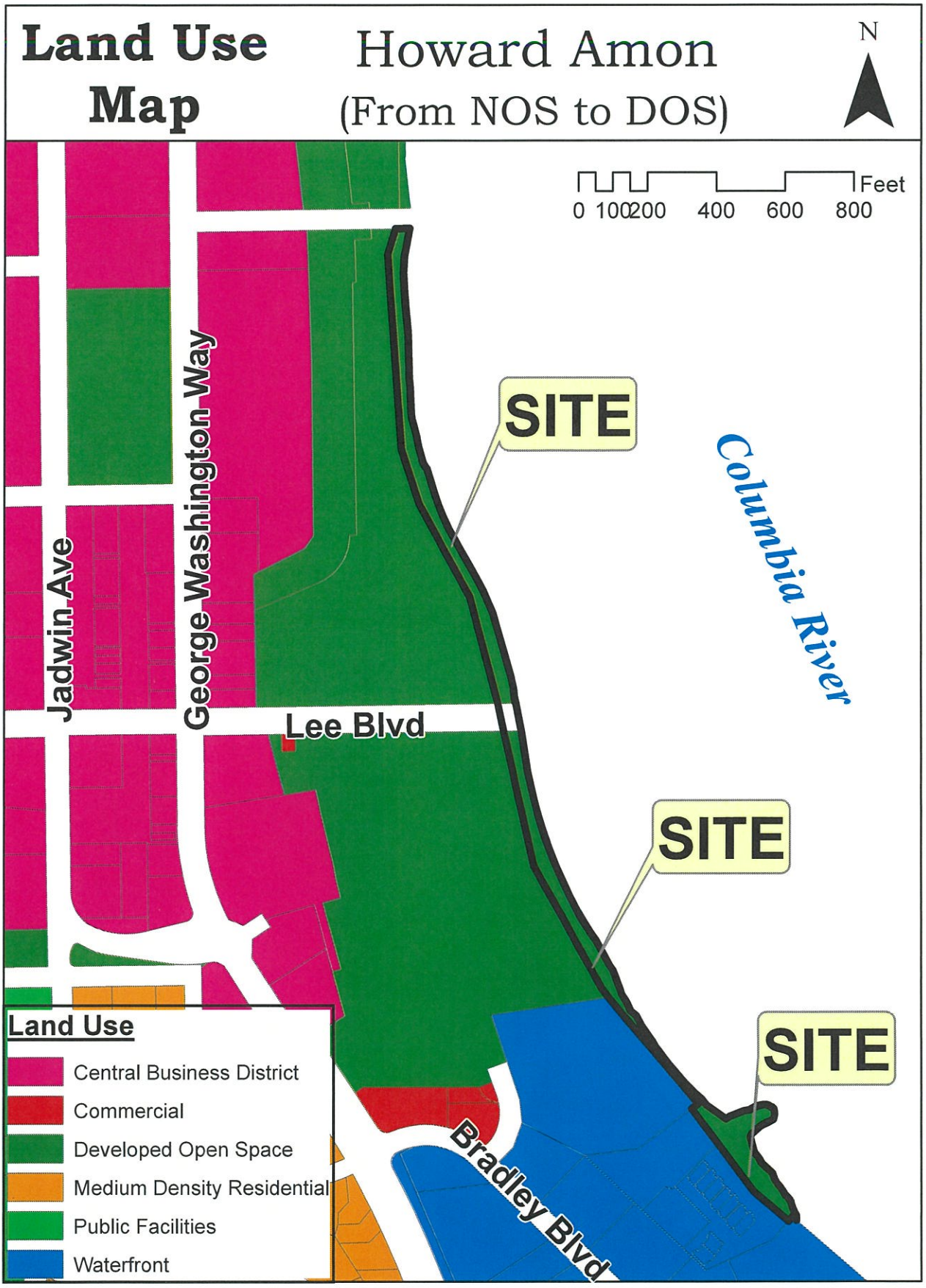
Land Use Map

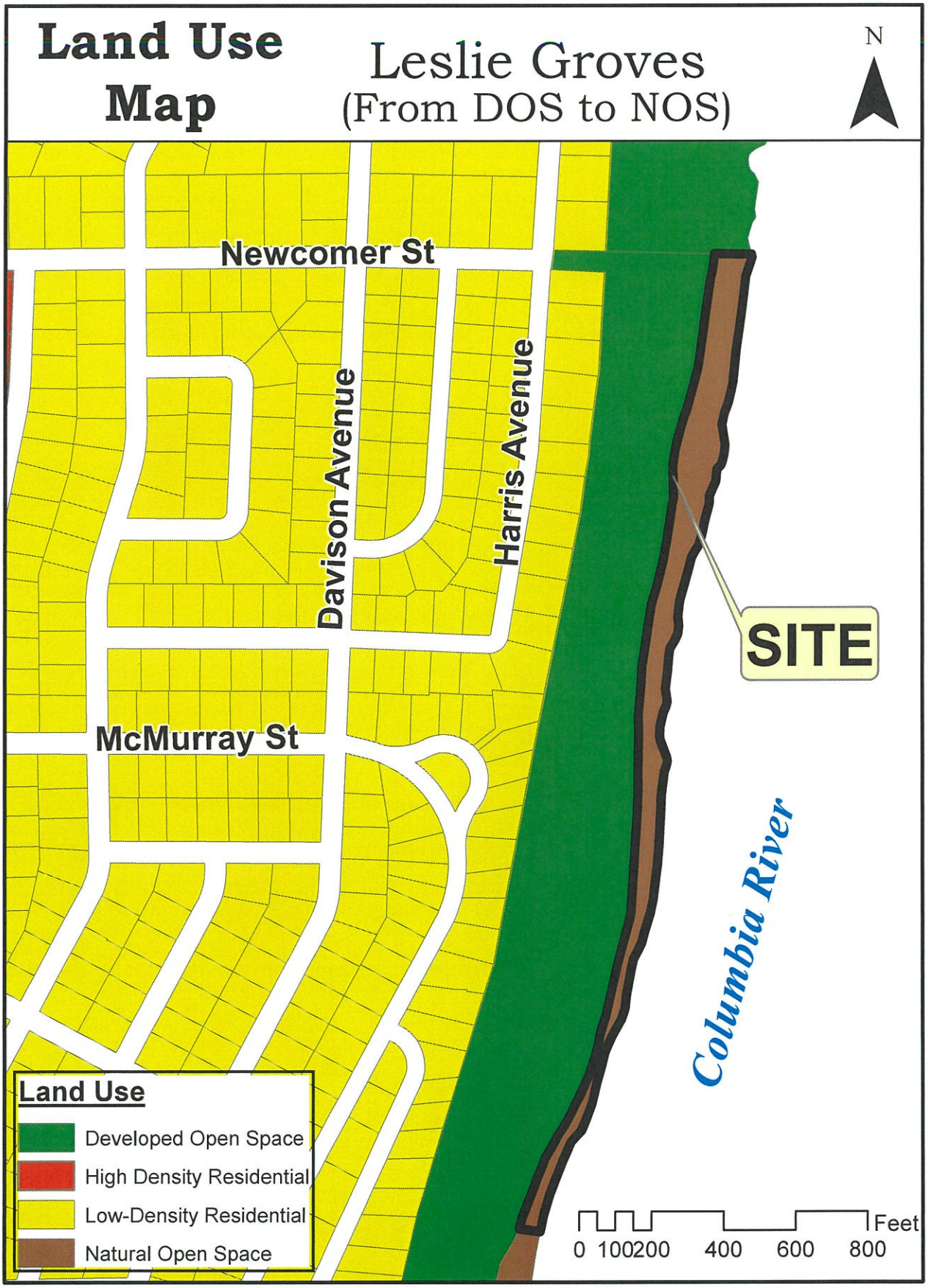
Short Plat #3592 Lot 2 from DOS to High Density Residential
Short Plat #3592 Lot 4 from DOS to Commercial



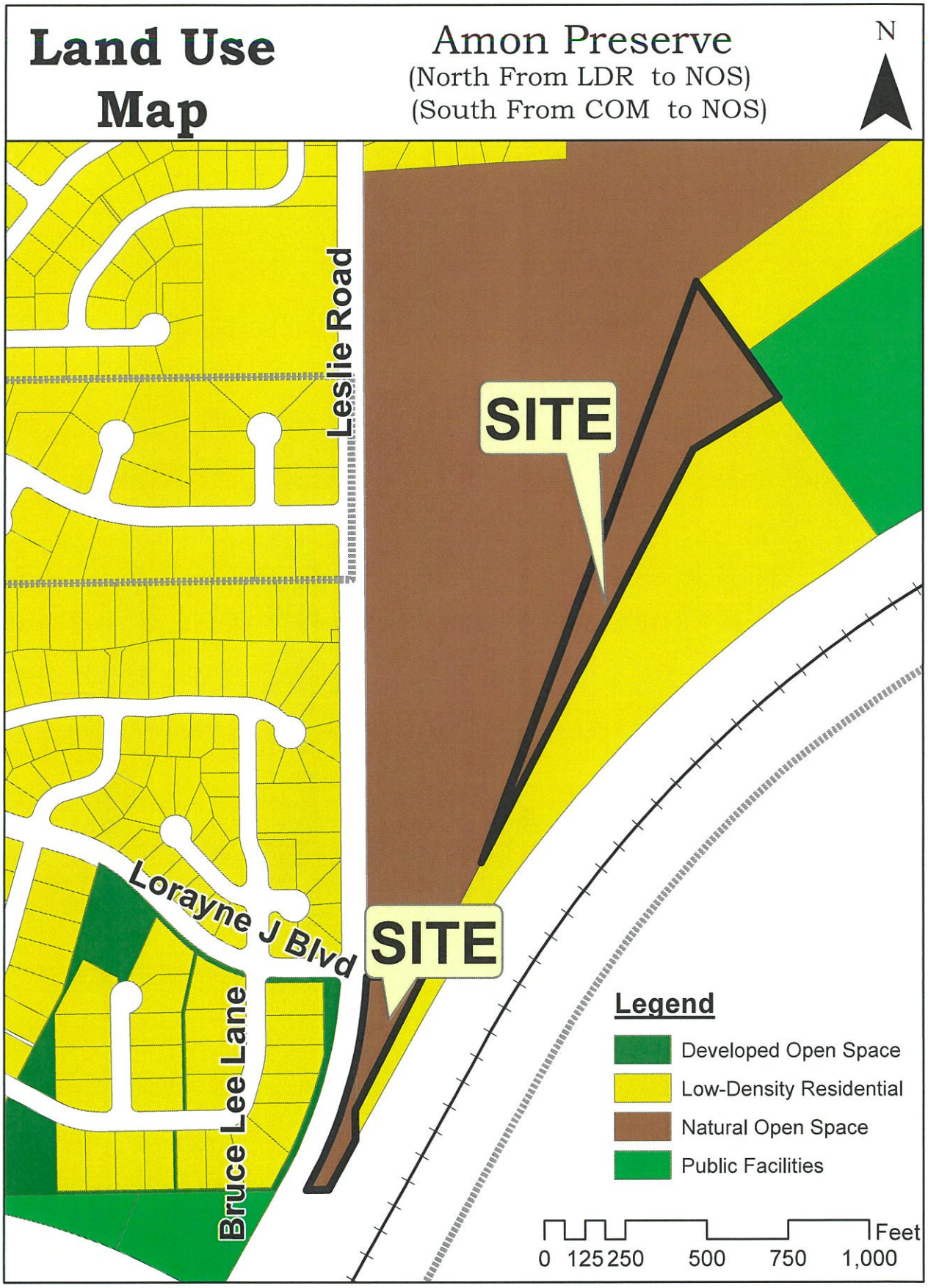
Land Use Map Assign Parks & Public Facilities Land Use




Land Use Map
Howard Amon
(From NOS to DOS)
N
0 100 200 400 600 800 Feet
SITE
SITE
SITE
Columbia River
Jadwin Ave
George Washington Way
Lee Blvd
Bradley Blvd
Land Use
Central Business District
Commercial
Developed Open Space
Medium Density Residential
Public Facilities
Waterfront


Land Use Map
Leslie Groves
(From DOS to NOS)
N
Newcomer St
Davison Avenue
Harris Avenue
McMurray St
SITE
Columbia River
Land Use
Developed Open Space
High Density Residential
Low-Density Residential
Natural Open Space
0 100200 400 600 800
Feet

Land Use Map
Amon Preserve North
(From MDR to NOS)
N
Broadmoor Street
Eastwood
Piper Street
SITE
Land Use
Developed Open Space
Low-Density Residential
Medium Density Residential
Natural Open Space
Public Facilities
0 75 150 300 450 600
Feet


Land Use Map
Amon Preserve
(North From LDR to NOS)
(South From COM to NOS)
N
Leslie Road
SITE
SITE
Lorayne J Blvd
Bruce Lee Lane
Legend
Developed Open Space
Low-Density Residential
Natural Open Space
Public Facilities
0 125 250 500 750 1,000
Feet

Land Use Map
W.E. Johnson Park
(From NOS to DOS)
N
Van Giesen Street
SITE
Yakima River
Bypass Highway
Land Use
Agriculture
Commercial
Developed Open Space
Low-Density Residential
Natural Open Space
Public Facilities
0 200 400 800 1,200 1,600 2,000
Feet

Badger Mountain South Sub-Area Plan
Scrivener's Error Correction

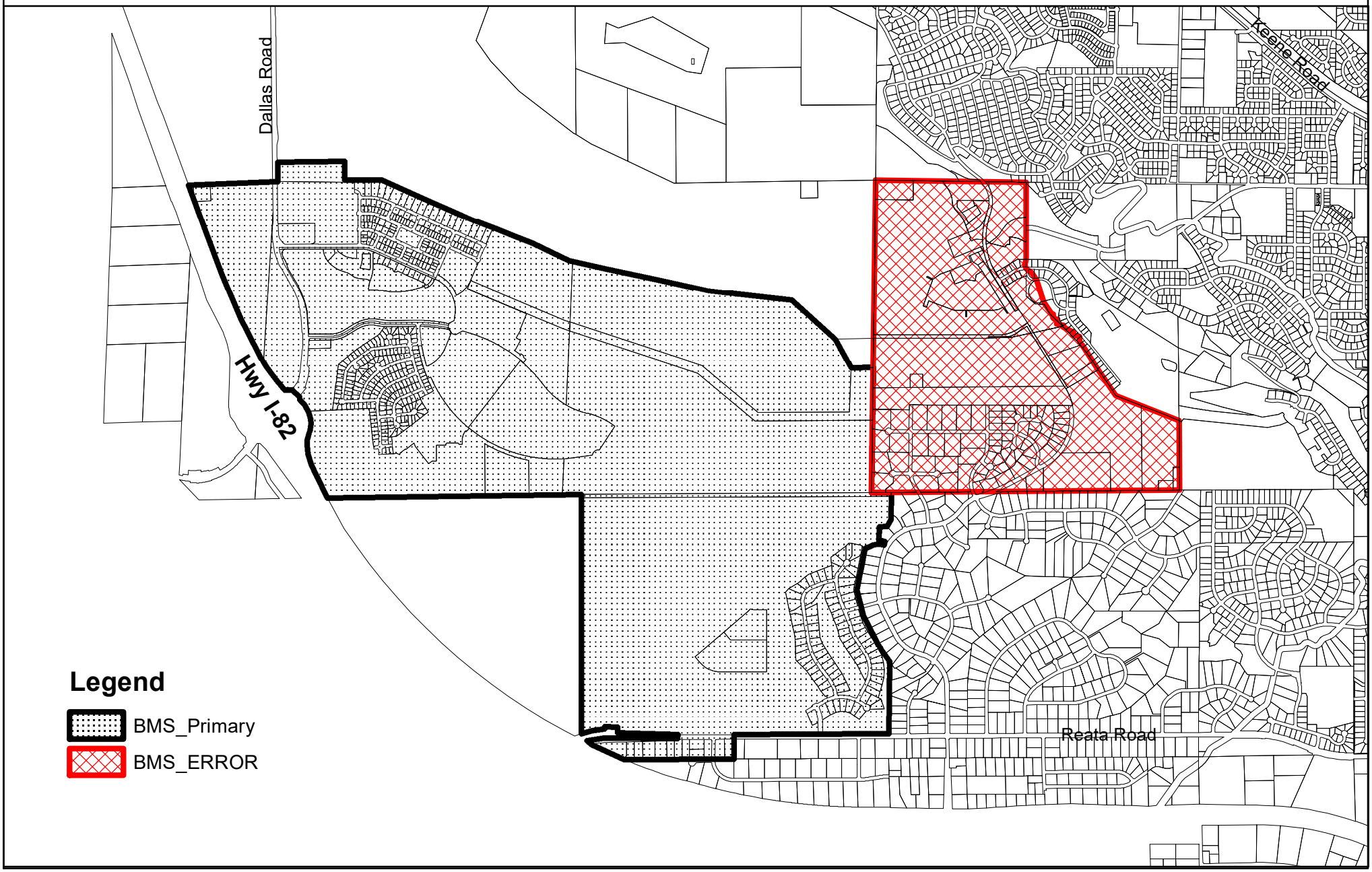


Exhibit C

Comprehensive Plan of the City of Richland

City of Richland

Comprehensive Plan 2017

CITY OF RICHLAND
COMPREHENSIVE PLAN

2017 – 2037

October 3, 2017

Updated October 1, 2019

Prepared for

City of Richland

Prepared by

Oneza & Associates

Prepared with assistance from

Anchor QEA

J-U-B Engineers Inc.

ECONorthwest

ACKNOWLEDGEMENTS

Thank you to the members of our community for valuable input. Thank you also to current and previous City Council Members and Planning Commissioners for your time and effort in the creation of this document and the original plan to build on.

2017 City Council

Robert Thompson, Mayor

Terry Christensen, Mayor Pro Tem

Brad Anderson

Dori Luzzo Gilmour

Phillip Lemley

Sandra Kent

David Rose

2017 Planning Commission

Amanda Wallner, Chair

Kent Madsen, Vice Chair

Clifford Clark

James Wise

Marianne Boring

Kyle Palmer

Debbie Berkowitz

Michael Mealer

City Staff

Cindy Reents, City Manager

Jon Amundson, Assistant City Manager

Kerwin Jensen, Community & Development Services Director

Rick Simon, Development Services Manager

Pete Rogalsky, Public Works Director

Bob Hammond, Energy Services Director

Joe Schiessl, Park & Public Facilities Director

Tom Huntington, Fire & Emergency Services Director

Chris Skinner, Police Services Director

Cathleen Koch, Administrative Services Director

Heather Kintzley, City Attorney

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INTRODUCTION

In this chapter, you will find:

- Planning Background: why we plan
  - Growth Management Act (GMA)
  - Benton County Countywide Planning Policies
- Richland Community Profile
- Public Participation Plan
- Comprehensive Plan Framework

BACKGROUND

The Comprehensive Plan is a basic foundation for local government planning. Richland's Comprehensive Plan acts as a guide for the community's physical development (land use) over the long term that reflects the community's values, activities, and future growth. It guides the City's decisions on land use, transportation, infrastructure, housing, economic development, and the environment.

Cities and other government jurisdictions adopt comprehensive plans to serve as guides for future activities. A comprehensive plan does not carry the weight of law. Rather, it is a policy statement that points the way to a future in which the City of Richland thrives and maintains all the qualities its citizens value. The vision, goals, and policies included in this plan are developed through extensive communication with a wide range of groups and individuals.

GMA Planning Goals:

- Urban Growth
- Reduce Sprawl
- Transportation
- Housing
- Economic Development
- Protection of Property Rights
- Predictable Permits
- Natural Resource Industries
- Open Space and Recreation
- Environmental Protection
- Citizen Participation and Coordination
- Public Facilities and Services
- Historic Preservation
- Shoreline Management

The City uses the policies in a comprehensive plan as a guide for its future activities, particularly the crafting of ordinances that relate to zoning, land use, and development. The plan provides a consistent framework for legislative and administrative action, always steering the City towards the desired future and away from a patchwork of laws and rules

that conflict with the vision or with one another.

Growth Management Act

In 1990, the Washington State Legislature adopted the Growth Management Act (GMA), mandating growth to occur within Urban Growth Areas (UGA). Its goals include concentrating development in urban areas to prevent sprawl, encouraging affordable housing, efficient transportation systems and economic development, providing adequate public facilities, and protecting historic and natural resources. It contains additional goals for citizen participation, permit processing, private property rights etc.

Richland developed its first Comprehensive Plan under the GMA guidelines in 1998. The population in Richland has grown at an average rate of two percent each year in the last 20 years. With the plan in place, the City has accomplished many of its planning goals to accommodate growth. This updated Comprehensive Plan will serve as a guideline for the next 10 years under the Growth Management Act. As the City continues to experience steady population and economic growth, delivering public services is key to maintaining this continued growth pattern.

Benton County Countywide Planning Policies

Managing growth can be ineffective if it is carried out in a patchwork fashion. Therefore, the GMA provides a framework for regional coordination. Counties planning under the GMA should prepare Countywide Planning Policies (CWPP) and establish urban growth areas (UGAs). Cities and the county are required to be consistent with the Countywide Planning Policies in their comprehensive planning.

The Benton County Board of Commissioners adopted the "Benton Countywide Planning Policies" in 2016 (Appendix B). This document establishes policies that the City's Comprehensive Plan follows in addressing everything from transportation to the provision of municipal services to economic development to fiscal considerations.

COMMUNITY PROFILE

The City of Richland lies 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. This Comprehensive Plan looks at the area in Richland from the Hanford Nuclear Reservation on the north, to Kennewick on the south, and from the Columbia River on the east, to the Yakima River and the City of West Richland on the west. The Yakima River delta has shaped the City's growth into two areas, the north and south sides of the City.

Due to its location, Richland enjoys access to water and natural resources. The Columbia and Yakima Rivers provide water for irrigation of nearby farmland as well as for domestic use. They offer a variety of opportunities for the City, such as open spaces, recreation systems, parks, and waterfront developments.

History

Native Americans lived at the mouth of the Yakima River, which they called the Tapteal, in an area that is known as Richland today.

Richland falls within the Southern Plateau, part of the larger Columbia Plateau culture area. The Yakima-Columbia confluence has a rich archaeological record, with sites in the area attributed to all of the Southern Plateau cultural phases. The area has been "occupied more or less continuously for the last 10,000 years" (Western Heritage 1983:4). There are many recorded archaeological sites within a mile of the confluence. National Register-listed properties include the Columbia Point area,

Bateman Island, and the Tri-Cities Archaeological District (Anchor QEA, 2014).

In 1943, Richland was a small farming town of about 300 residents. In that year, the US Army Corps of Engineers, Manhattan Engineer District purchased most of the area for a massive project to produce plutonium. The federal government planned and built a complete community to serve this project, including schools, housing, and parks. Two years later, Richland residents working at the new Hanford Nuclear Reservation produced the plutonium fuel for America's first nuclear detonation and for the second nuclear bomb used in World War II. By the end of World War II, the population in Richland swelled to 21,000 persons.

For 15 years, only employees of the Hanford Reservation could live in the town that the federal government built. 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 was incorporated as a first-class Washington city in 1958. The federal government began to sell the prefabricated housing erected for Hanford workers, which had been intended to be temporary. Much of that housing was renovated and remains in use today.

F house

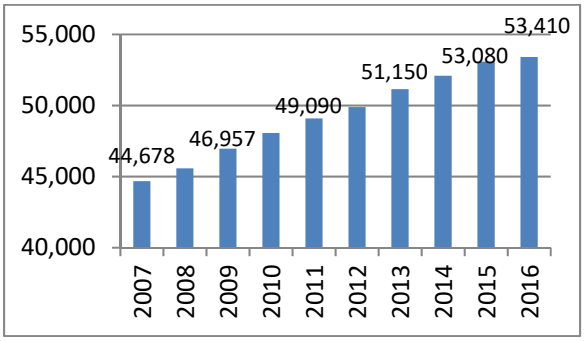
In addition to prefabricated homes, Alphabet Homes were built in Richland between 1943 and 1951. The Alphabet Homes were based on a series of house plans denoted by a letter in the alphabet (an A house, an F house, etc.).

Current Trends

Richland has experienced rapid growth in the last decade. The Tri-Cities Metro area is one of the fastest growing areas in Washington State. In addition to its 2016 population of 53,410 in the City limits, and 54,732 including the UGA boundary, the City is expected to add 23,699 persons in the next 20 years.

Much of the development within the City can be linked with the Department of Energy's activities at Hanford. Most of the highly skilled Hanford workforce, such as researchers, engineers, and scientists, live in Richland. The top three employers in the Tri-Cities metro area, Battelle/Pacific Northwest National Laboratory (PNNL), Kadlec Regional Medical Center (KRMC), and Bechtel National, are all located in Richland. The economy of the City, however, is becoming more diverse with the rise of the healthcare sector (Kadlec), education (WSU Tri-Cities and Columbia Basin College (CBC)), and the agricultural industry in the region.

Figure INT-1: Population Growth in the Last 10 Years in Richland



Source: Office of Financial Management, 2016 estimate

PUBLIC PARTICIPATION

The City of Richland updated its Public Participation Plan in 2016. Cities and counties planning under the GMA must establish "…procedures providing for early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations implementing such plans."

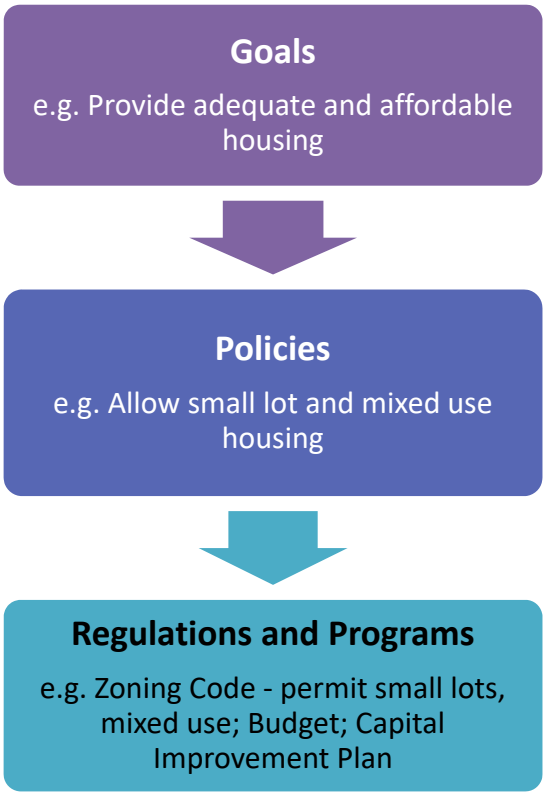
In 2016 and 2017, the City conducted multiple opportunities for public involvement in the form of public workshops, topic group discussions, open houses, citizen surveys, etc. The City established a Comprehensive Plan webpage to disseminate information to, and gather input from, the public. The City reached out to stakeholders such as Pacific Northwest National Lab (PNNL), Richland School District, Columbia Basin College, and Benton Franklin Council of Government (BFCG). The City also held Planning Commission and Council workshops. Planning Commission hearings were held in May and August of 2017 with published notices. The City Council adopted the Plan on October 3, 2017. The Plan's goals and policies directly reflect the input received from the public.

PLANNING FRAMEWORK

Richland's Comprehensive 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 individual values aimed at achieving the vision.



Policies define how we accomplish the goals.

Regulations, codes and ordinances implement policies.

There are six key elements in the Comprehensive Plan: economic development, land use, housing, transportation, utilities, and capital facilities.

Plan Elements:

- Economic Development
- Land Use
- Housing
- Transportation
- Utilities
- Capital Facilities

Goals and policies are included in relevant elements in order to ensure they carry out the vision of the community. There are sub-

elements under some of these elements with specific goals and policies.

This Core Comprehensive Plan is designed to be user-friendly. A supporting analysis document includes additional detailed information. The supporting analysis document also includes inventory data and analysis. In order to eliminate redundancy, goals and policies are only included in the Core Comprehensive Plan.

Integrated EIS

An integrated Environmental Impact Statement (EIS) is prepared to review the significant impacts the updated Plan is likely to have. An integrated EIS is a combined GMA/State Environmental Policy Act (SEPA) document prepared in accordance with Washington Administrative Code (WAC) 197-11-235. It discusses how environmental values are considered in the plan such as goals, policies, and land use designations.

This integrated document analyzes alternatives in an environmental impact statement summary document (Appendix C).

COMMUNITY VISION

In this chapter, you will find:

The City of Richland's vision and values for the following,

- Community and Neighborhood Character
- Economic Development
- Land Use and Growth
- Housing and Neighborhood
- Transportation
- Open Space and Natural Areas
- Public Engagement
- Urban Design and Culture
- Sustainability
- Parks and Recreation
- Public Facilities
- Utilities
- Public Safety
- School

VISION AND VALUES

Visions are ideas of what Richland will be like at the end of the 20 years planning period. In 2016, the City conducted several visioning workshops with the public, Planning Commission, and City Council. An online survey was also conducted with more than 850 respondents participating, offering input on multiple issues. Vision ideas were gathered from a range of people living or doing business in Richland.

Vision

Richland is a progressive, safe, and family-friendly community that welcomes diversity. It is noted for excellence in technology, medicine, education, recreation, tourism, and citizen participation. This dynamic city, situated on two rivers, actively supports opportunities for economic development that are in harmony with the area's unique natural resources.

Key components of the community's land use vision are categorized into several values discussed in the subsections below. Detailed vision information is available in the Public Involvement Summary document (Appendix D).

Community and Neighborhood Character

Richland is a vibrant, progressive, safe, diverse, and family-friendly community with opportunities for jobs, housing, and recreation.

Public Engagement

Public visioning meeting

Richland communicates with the public in a variety of ways to engage, understand, and address the community preferences, values, and concerns.

Economic Development

Richland uses sound economic development practice to create a diverse and sustainable economy. It is a leader in technology, medical services, and research. Both small and large businesses are vibrant and growing. The City Center is walkable with mixed-uses. The mixed-use waterfront areas offer views, amenities, and recreational opportunities while protecting certain unique natural resources.

Land Use and Growth

Richland manages growth within its urban growth area while revitalizing existing neighborhoods and the City Center. Richland's bustling Central Business District is developed as a mixed-use village with pedestrian amenities, transit access, and bike paths.

Housing and Neighborhood

Housing is available in Richland for all income and age groups. It offers multiple housing choices such as single-family, multi-family, mixed-use, and assisted living facilities.

Transportation

The City's transportation system is efficient and multi-modal. Richland's neighborhoods are well connected for car and transit, and safe for bike and pedestrian traffic. It maintains efficient connectivity with neighboring jurisdictions.

Streets and crosswalks

Open Space and Natural Areas

The community recognizes that natural resources add value to the quality of life. Richland preserves and protects existing natural resources, and critical areas. Uses along the riverfront protect natural resources.

Urban Design and Culture

Richland is a physically appealing community with a diverse cultural heritage. It is a hub of arts, culture, and education.

Farmers' market

The community values high quality design in shaping its natural and physical character in building, landscape, and streetscape design. Its urban areas are revitalized with public spaces and pedestrian-friendly features.

Sustainability

Sustainable growth in Richland brings opportunities for mass transit, and bike and pedestrian trails. The community practices water conservation, recycling, and natural resource protection.

Parks and Recreation

Howard Amon Park and the Community Center

Richland protects and maintains its highly valued parks and recreation system. Richland's park system meets a variety of user needs including sports and other recreational activities in its developed and undeveloped parks.

Public Facilities

Richland provides quality public facilities for all age and income groups. This includes education, library, medical, municipal, and community facilities.

Utilities

Richland is forward thinking in providing utilities with systems that are sustainable and support the planned growth.

Public Safety

Richland Fire Station 74

Richland highly values public safety and a safe lifestyle. As such the City maintains public safety for all ages and neighborhoods.

Schools

Schools that provide quality education are important for the community. Richland's schools are economically and ethnically diverse, providing neighborhood stability and excellent education outcomes for all students. Richland coordinates with school districts to ensure schools are located appropriately to serve its community.

GENERAL COMMUNITY GOALS

Community Goal 1: Ensure and enhance the continuing sense of a livable and sustainable community in Richland.

Community Goal 2: Create a vibrant, progressive, and physically, socially, economically, and culturally diverse community providing choices of jobs, housing, and recreational opportunities to its residents of all ages.

Community Goal 3: Encourage continued interaction with other city, county, regional, tribal, state, and federal governments in order to coordinate regional efforts.

Community Goal 4: Encourage the identification, preservation, and enhancement of historic elements to give the future of the City continuity with the past.

Community Goal 5: Encourage the identification, preservation, and restoration of the City's open space and natural areas to maintain habitat, provide opportunities for residents to connect with nature, and meet educational, health, and outdoor recreational needs with associated economic opportunities to the community.

Community Goal 6: Implement programs for the improvement of the built environment and its aesthetic quality to maintain a clean, safe, and attractive community.

Community Goal 7: Develop a vibrant Central Business District planned on a high density land use.

Community Goal 8: Provide infrastructure and public facilities that serve the best interest of the community.

Community Goal 9: Provide and support an efficient, varied, and well-maintained transportation network.

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

Community Goal 11: Work to implement the City's Strategic Keys.

Community Goal 12: Continue active citizen involvement and outreach education in development decisions and planning for Richland's future.

ECONOMIC DEVELOPMENT ELEMENT

In this chapter, you will find:

- Goals and policies guiding economic development in Richland
- Challenges and opportunities
- Trends and forecasts
- Key recommendations

INTRODUCTION

The economic development element of the comprehensive plan is intended to guide investments through a framework of strategies and policies with the overall goal of growing economic opportunities in the City. The intent is to identify sound economic development practices to build a strong economy where local businesses are welcomed and encouraged by the City, and ensure the economy is resilient, dynamic, and sustainable for current and future generations.

The City's ability to understand its competitive advantages and proactively work to attract a wide range of employers will in turn create more high-wage jobs, which will in turn produce municipal revenues for maintaining and enhancing quality service levels, infrastructure, and facilities.

GOALS AND POLICIES

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

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

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

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

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

ED Goal 2: Make Richland a center of entrepreneurial business, and research and development opportunities.

Policy 1: Develop a detailed strategy to help grow technology businesses in the City of Richland.

Policy 2: Leverage scientific and technology research at PNNL and WSU-Tri-Cities for spin-off local businesses.

Policy 3: Enhance Richland's physical and business environment for technology-based companies.

Policy 4: Remove unnecessary barriers for start-ups and entrepreneurs.

ED Goal 3: Support businesses of all sizes.

Policy 1: Ensure that small and medium businesses receive similar advantages as large businesses in terms of assistance from the City and other agencies.

Policy 2: Streamline and administer regulations to ensure predictability, efficiency, and transparency.

ED Goal 4: Work closely with healthcare, education, and other regional institutional partners to strengthen collaboration.

Policy 1: Enhance the connection between sectors – medical, educational, research, and technology to encourage collaboration and skilled job placement.

Policy 2: Engage local and regional partners in discussions about land use, transportation, and facilities to complement business development.

Policy 3: Support growth and expansion of Kadlec Regional Medical Center and diverse medical companies, WSU-Tri-Cities, Columbia Basin College, and PNNL within the City.

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

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

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

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

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

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

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

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

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

Policy 4: Facilitate retail development and encourage infill in the Central Business District, Uptown, and nearby commercial areas.

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

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

Policy 7: Support development of higher density housing.

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

ED Goal 7: Recognize parks, natural areas, and a built environment with quality design for the value they offer as major attractions.

Policy 1: Preserve open space areas and associated functions and values.

Policy 2: Work with public and private groups to support these areas.

Policy 3: Provide opportunities for active and passive recreation in parks and open spaces.

Policy 4: Promote quality design for public projects as well as private developments.

CHALLENGES AND OPPORTUNITIES

Richland includes major employers of the Tri-Cities area. The work performed at the Hanford site in tandem with the research at PNNL have driven economic development in the region and City for decades. This is currently the region's largest economic strength and a source of its greatest economic opportunity.

The region has shown strong growth in economic output over the past several decades leading to sustained employment growth. From a regional economic perspective, the agricultural sector is one of the most competitive in the region, which is not surprising given the region's agricultural advantages. The region has a strong industrial/manufacturing base that has sustained itself over time yet the largest portion of the economy is service-based (both professional/business and personal) that continues to drive economic growth in the recent decade. However, growth in most other sectors have mirrored the nation as a whole; fueling economic conversations that the region needs to find new growth in sectors that can produce and sustain both comparative and competitive advantages.

The City of Richland contains a large concentration of the region's professional service sector. The City is home to the two of the largest non-governmental employers in the region, PNNL and Kadlec, that account for nearly 8,000 employees in the City. From a land use perspective, Richland has more than half of the region's commercial office space and industrial space, respectively; and is second only to Kennewick in the amount of retail space.

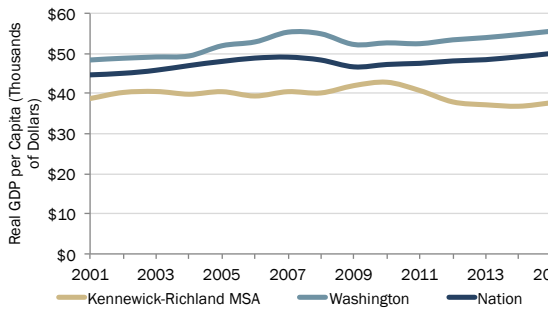
Additionally, Richland has strong demographics for future economic growth. Employees and households are on average better educated and better paid, with a larger segment of the population in its prime working age. From this perspective, the City should be well positioned to capitalize its past performance and existing assets to extend its economic growth.

TRENDS AND FORECAST

The economy of the Tri-Cities region is primarily service-based. Goods-producing industries (such as manufacturing) make up for less than 25 percent of the total economic output. The Tri-Cities economy was less impacted by the recession in 2008, due to the increase in employment at Hanford as part of the American Recovery and Reinvestment Act (ARRA) of 2009. The total output declined from $10.3 billion in 2010 to $8.6 billion in 2014 partly due to the end of ARRA and partly reflecting the national recession trends. However, most recent data has indicated that economic conditions have continued to improve over the past two years.

On a Gross Domestic Product (GDP) per capita basis, the Tri-Cities region is not as productive when compared to Washington State and to the nation. On this measure, the region has been slower to recover than the state as a whole. GDP per capita is the most common indicator of economic performance of regions. GDP per capita is calculated by measuring Gross Domestic Product in a year, and dividing it by the population. The reasons for the lower GDP per capita in the region are complex but are due to the large presence of government-supported activities.

Figure ED-1: GDP per Capita, 2001-2015



Source: Bureau of Economic Analysis, 2016

The Tri-Cities area is unique in that its employment base is dominated by a select number of large employers.

Table ED-1: Top Ten Tri-Cities Employers

	Company	Industry	Employees
1	Battelle/ Pacific Northwest National Laboratory	Research & Development	4,365
2	Kadlec Regional Medical Center	Health Services	3,304
3	Bechtel National	Engineering & Construction	2,898
4	ConAgra Foods	Food Processing	2,727
5	Kennewick School District	Education	2,130
6	Washington River Protection Solutions	Environmental Remediation Services	2,077
7	Pasco School District	Education	2,015
8	Mission Support Alliance, LLC	Support Services, Hanford/Dept. of Energy Site	1,928
9	Richland School District	Education	1,500
10	CH2M Hill	Environmental Remediation Services	1,400

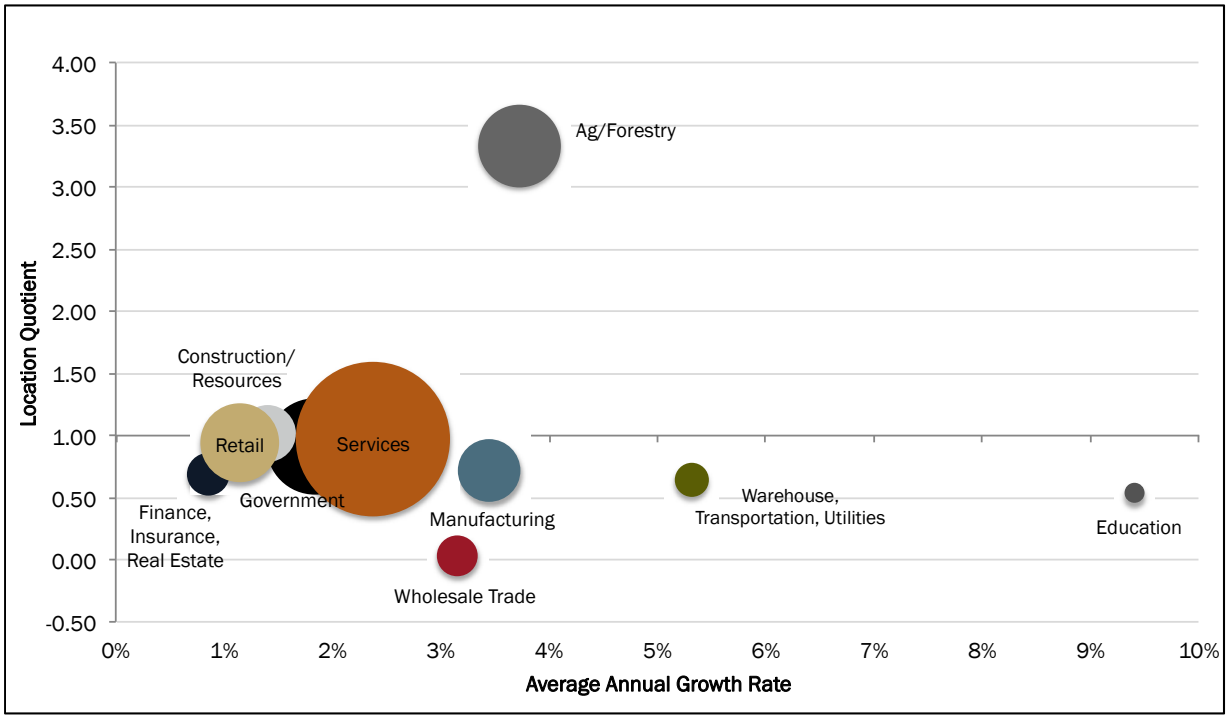
Source: Tri-City Development Council (TRIDEC), link. Accessed February 14, 2017

Roughly one in five of an estimated 116,000 jobs in the Benton-Franklin area are from one of the 10 largest firms/agencies listed below. Eight of the 10 top employers in the Tri-Cities are located in Richland, a legacy largely due to significant federal investments in the Hanford Nuclear Reservation.

The chart below shows the local concentration of jobs by sector (location quotient) along with measures of industry size and average annual employment change in the Tri-Cities region. Location quotients measure the concentration of jobs in a sector compared to the statewide average. A value of 1.0 signifies that the sector possesses the same level of employment concentration as the state. Values above 1.0 are more concentrated than the state average. The size of the bubble represents the number of jobs within that sector. Sectors with sizable employment and higher than average concentration represent strengths for the region. Fast growing sectors, even if they are not very large, represent potential opportunity areas.

In the Tri-Cities region, the largest sectors—services and government—have a similar concentration as the state, and are growing at a rate of one to three percent a year, indicating they are the base of the regional economy. The agriculture sector is a strength in the Tri-Cities; it is much more concentrated relative to the state and is growing at a rate of 3.7 percent per year. Education, manufacturing, wholesale trade, warehousing, transportation, and utilities are also growing at a rate of more than three percent a year, but are smaller and less prevalent in the Tri-Cities compared to the state. Much of the growth in food manufacturing, wholesale trade, warehousing, transportation, and utilities may be related to the growth and prevalence of the agriculture sector in the Tri-Cities.

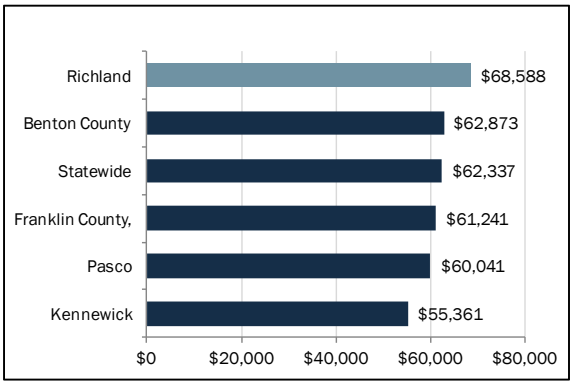
Figure ED-2: Benton & Franklin Counties Employment Concentration and Change by Sector, 2006-2015



Source: Washington State Employment Security Department

Federal funding for Hanford has been a significant economic catalyst for the Tri-Cities Region generally with Richland at the forefront. Even with significant downsizing at Hanford in the 1990s, household incomes in Franklin and Benton Counties continued to grow steadily.

Today, household incomes for Richland residents are nearly ten percent higher than the County average and more than twenty percent higher when compared to those of Kennewick residents. Richland enjoys economic prosperity not just compared to their Tri-Cities neighbors, but compared to state averages as well, as illustrated in Figure ED-3. Higher incomes are the result of technical and professional positions that require higher levels of education.



Source: US Census Bureau, American Community Survey, 2015 5-year, Table B19013A

Relative to Kennewick and Pasco, Richland is home to a highly educated workforce. The demands for engineers and scientists generated by Hanford and its subsidiary research and development activities have been a central employment and demographic characteristic for the Tri-Cities Region, in particular for Richland.

Figure ED-3: Median Household Income

KEY OPPORTUNITIES

Area 1. Create a resilient economy

The single greatest threat to the Richland and Tri-Cities economy is the winding down of business and employment and the Hanford Nuclear Reservation without suitable economic opportunities in place that would provide for a comparable standard of living. A reduction in work at Hanford will mean less direct employment in Richland and large negative impacts on the businesses that support them directly as well as the resulting households whose wages they support. However, Hanford is also an asset to the community and has been effective at attracting a highly educated workforce in science and technology. These fields produce professional-wage jobs and have produced spinoff businesses coming from PNNL.

To ensure the stability and resiliency of the economy, the City should leverage existing assets but adapt them to a changing economy. These efforts should focus on increasing primary sector, non-Hanford science and tech employment by creating a business environment that encourages and welcomes local business. Additionally, the City should develop partnerships with TRIDEC, PNNL, Kadlec, and other major employers to plan for expansion and delivery of adequate infrastructure and services.

Area 2. Build and attract a more entrepreneurial and dynamic economy

Richland is the regional hub for highly educated science and technology professionals. Labor force participation is high, particularly for the most productive segment of the population – 30 to 54 year olds. With access to innovation partners and relatively low land costs when compared to bigger cities like Seattle, the climate for entrepreneurial startup companies is present. However, attracting innovation and investment is a goal of many municipalities. The City can advance this environment through infrastructure investment, streamlined regulation, and "second paycheck" benefits such as livability and access to recreation. Working with its regional education and economic development partners, the City can play its role by creating and supporting a rich "entrepreneurial ecosystem" in the area.

Area 3. Leverage the natural landscape as an asset for economic development

Richland's location along the Columbia River offers exceptional opportunities to easily access attractive natural recreational spaces, as well as close proximity to the region's vibrant agri-tourism and wine industries. In addition to this, professional service employees living in Richland enjoy lifestyle amenities, also called the "second paycheck." These include access to parks, walkable business districts, good schools, diverse housing options, quality restaurants, and arts and cultural activities. Richland's ability to leverage its natural environment to directly spur economic activities and provide an attractive setting for professionals will further enhance its competitive advantage. However, residents must be cognizant of maintaining a healthy balance between environmental preservation and economic development activities.

Area 4. Closely monitor zoning and land use in the City

The City has the dual challenge of planning for urban infill development as well as planning to accommodate development on many large and relatively undeveloped sites within the City. To ensure zoning is responsive to market conditions, it should be monitored periodically to evaluate potential hindrances. Working to concentrate development in areas with existing infrastructure and near job centers will be instrumental to optimize the City's funding.

LAND USE ELEMENT

In this chapter, you will find:

- Goals and policies guiding land use in Richland
- Existing land uses and future projections
  - Overall capacity
- Proposed land use
- Sub-elements:
  - Critical areas
  - Mineral resources
  - Open space
  - Historic and cultural resources
  - Urban design

INTRODUCTION

The Land Use Element guides and accommodates future growth of the City while maintaining the community's high quality of life and unique characteristics. It determines the community's need for and distribution of residential, business, governmental, recreational, open space, and other types of land uses. The accompanying land use map (Fig. LU-3) identifies land use categories within the City limits and the UGA. A key component of the GMA and the Comprehensive Plan is to allow growth within the urban growth area.

Richland implements its various land uses through zoning designations as shown in Table LU-1 below.

The City must assess its financial ability to provide services at its urban density level and provide an appropriate supply of land uses for new developments. The desired result is to provide a greater market choice in lands for development while allowing for the maximum accountability for public funds

needed to provide for existing and planned urban areas. The City's Capital Improvement Plan is a six-year plan that reassesses priority areas for funding should the funding falls short of meeting the existing needs. To that effect, the City also adjusts its long term land use goals to align them with the funding availability.

Table LU-1: Land Use Implementation by Zoning

Land Use Designation	Zoning Categories
Residential	
Low Density Residential	R-1-12, R-1-10, SAG
Medium Density Residential	R-2, R-2S
High Density Residential	R-3, C-LB
Badger Mountain South	Badger Mountain Master Plan
Commercial	
Business Commerce	B-C
Central Business District	CBD
Commercial	C-1, C-2, C-3, C-LB, CW
General Commercial	C-3
Regional Retail	C-2
Waterfront	WF
Commercial Recreation	CR
Public Lands/Open Space	
Developed Open Space	PPF
Natural Open Space	NOS
Urban Recreation	UR
Public Facility	PPF
Industrial	
Business Research Park	B-RP
Industrial	I-M, M-2
Mixed Use Designations	
Agricultural	FP, AG
Residential Office	C-LB
Urban Reserve	AG

GOALS AND POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Central Business District

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

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

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

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

Public Facilities

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

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

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

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

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

Land Use in Specific Areas

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

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

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

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

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

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

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

Policy 7: Ensure that land uses surrounding the Richland Airport are compatible with existing and future airport operations and do not restrict the airport's ability to maintain or expand its existing and future aviation demands. Coordinate with

the Port of Benton to restrict land uses in airport areas that would create conflict or negatively impact the safe and effective airport operations.

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

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

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

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

Policy 4: Applicants bringing forward a request to change the zoning of property designated Single Family Overlay should demonstrate that the land proposed for amendment is:

a) large enough to support redevelopment for non-single family residential land uses; and

b) will have sufficient access to City streets and utility systems to support redevelopment.

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

Private Property Rights

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

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

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

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

Natural Environment

NE Goal 1: Promote the protection, conservation, and restoration of natural areas, shorelines, and critical areas as unique assets to the community, and provide public access for enjoyment of such facilities based on the ability of the resource to support the use.

Policy 1: Use the critical areas ordinance, SMP, the state environmental policy act (SEPA), and other ordinances, as applicable, to designate and protect the critical areas and natural environment.

Policy 2: Consider the goals and policies of the SMP as part of this Comprehensive Plan. Encourage development of water-oriented recreational, cultural, and commercial facilities in certain Columbia River locations, consistent with the SMP and its criteria of no net loss of ecological functions, to enhance and diversify Richland's community recreational resources and its attractiveness to tourists.

Policy 3: Ensure public access to shorelines on public land, subject to regulations protecting public safety, sensitive habitat areas, and wildlife.

Policy 4: Encourage the public and/or private acquisition of the prominent ridges in the south Richland area to preserve views, protect shrub-steppe habitat, and to provide public access. Consider the preservation of the ridges and hillside areas through various standards.

Policy 5: Develop an integrated pedestrian trail system to provide access through the City's important natural features, such as prominent ridges and rivershore areas and provide necessary trail linkages between these natural features.

Historic and Cultural Resources

HP Goal 1: Preserve significant historic structures, districts, and cultural resources that are unique to Richland.

Policy 1: Encourage preservation and promotion of adaptive reuse of historic "Alphabet Homes" of Richland.

Policy 2: Coordinate with local tribes, federal, state and local agencies to protect historic and cultural resources.

Urban Design

UD Goal 1: Create a physically attractive and culturally vibrant, pedestrian- and bicycle-friendly environment in the City.

Policy 1: Establish and enhance the positive attributes of residential, commercial, central business, and other districts with appropriate transition between them.

Policy 2: Encourage redevelopment and upgrade of suitable commercial areas.

Policy 3: Improve streetscape and connectivity for safe and pedestrian-friendly environments.

Policy 4: Promote public arts, museums, and interpretive centers in coordination with public plazas and community spaces that reflect the unique history and culture of Richland.

UD Goal 2: Revitalize commercial areas, such as areas in the Central Business District including the Uptown retail area and the Island View area.

Policy 1: Enhance the appearance, image, and design character of the Central Business District.

Policy 2: Ensure adequate public transit, bicycle, and pedestrian access in the commercial centers along with parking and landscaping.

Policy 3: Enhance the welcoming experience into the community through well-designed gateway features in prominent locations.

Policy 4: Design the public realm, including streetscapes, parks, plazas, and civic amenities for the community to gather and interact.

Policy 5: Provide continuity among adjacent uses by using cohesive landscaping, decorative paving, street furniture, public art, and integrated infrastructure elements.

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

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

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

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

UD Goal 4: Promote community beautification by enhancing public spaces and thoroughfares and encouraging private property beautification.

Policy 1: Improve the appearance of all city-owned space and major thoroughfares.

Policy 2: Promote programs to improve landscaping. Encourage xeriscaping and use of native plants.

Policy 3: Promote more attractive signage throughout the City, especially in commercial districts.

EXISTING LAND USE

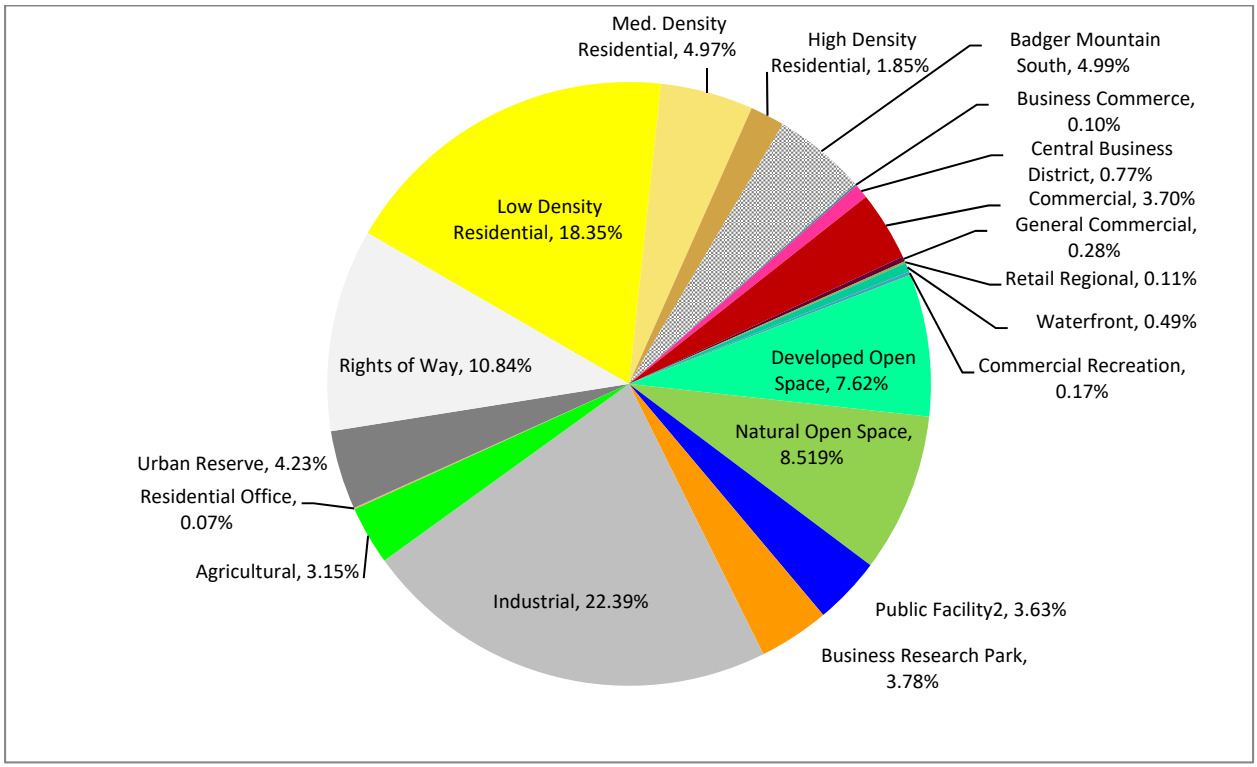
Richland includes a variety of land uses as follows:

- Agriculture (AG)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Badger Mountain South (BMS)
- Multifamily Residential Office (RO)
- Central Business District (CBD)
- Commercial (C)
- Retail Regional (RR)
- General Commercial (GC)
- Business Commerce (BC)
- Single Family Overlay (SFO)
- Commercial Recreation (CR)
- Waterfront (WF)
- Industrial (I)
- Business/Research Park (BRP)
- Public Facility (PF)
- Developed Open Space (DOS)
- Natural Open Space (NOS)
- Urban Reserve (UR)

Richland's land area consists of a total of 28,694 acres (25,846 acres in the City limits and 2,848 acres in the UGA). Richland's land use is dominated by residential land use consisting of about 32 percent of the total land use (low, medium, and high density land uses combined), followed by 22 percent industrial, and 16 percent open space (developed and natural) land use. Single-family residential use is predominant in both LDR and MDR land uses areas. Industrial land includes a recent transfer of 1,641 acres of land from the

Department of Energy (DOE) to the City, the Port of Benton, and Energy Northwest on the north side of the City. A major portion of this land was located outside of the UGA, and is currently being processed to be included within the UGA.

Figure LU-1: Existing Land Use Distribution in City Limits and UGA



Land Use Pattern and Compatibility

Due to the linear geographic pattern of the City along the Columbia River running north and south, Richland's land is also distributed primarily from north to south covering approximately 25,000 acres in the current incorporated limits and additional over 2,800 acres in the UGA. Residential lands are concentrated in three major areas, the central area between the Columbia River and SR 240, areas south of the Yakima River, and the Horn Rapids area. The Yakima River delta and associated natural open space land run almost through the middle of the City. Although commercial lands are distributed throughout the City, the major concentrations are found in the Central Business District, Queensgate, and the Island View areas. Much of the industrial and research uses are located on the northern part of the City starting from Richland Airport on the south side to the north City limits.

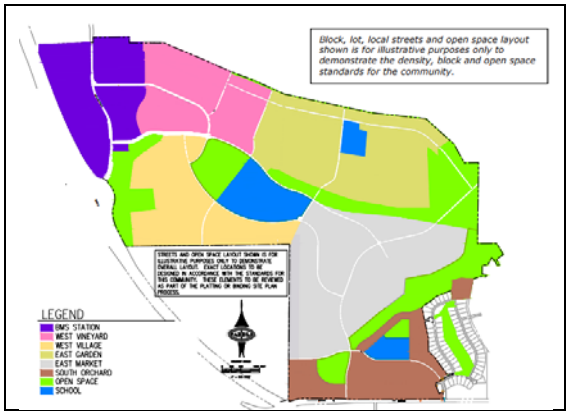
Richland's land use distribution focuses on placing compatible land uses next to each other. Compatibility is based on the intensity of land uses. Generally speaking, industrial is the most intense use due to the impacts of its operations (noise, light, dust, etc.), need of supporting facilities, and overall impact on the land. Natural areas are considered the least intense as there are no developments or improvements on such areas. Therefore, a low density residential next to a heavy industrial land use would be considered incompatible because of the impacts industrial use may have on the residences.

Appropriately designed buffers, landscaping, and transition areas between uses should be considered between incompatible land uses.

Mixed uses are encouraged in Richland where they are allowed. Such uses are generally mutually supportive of each other. Locating residences, offices, neighborhood shops, cafes, etc. in the same building or same site promotes walkability and reduces the vehicle miles traveled.

Badger Mountain South

Badger Mountain South is a master-planned community of 1,480 acres located in the southwest side of the City. The area is intended to be developed with 5,000 homes, businesses, and other community activities. The sub-area plan sets forth various uses in the area and was adopted by Richland City Council in 2010.



The purpose of this area is to establish neighborhoods with a range of housing types and to accommodate a population of diverse ages and incomes. The plan promotes pedestrian-friendly and mixed-use neighborhoods with areas for parks, trails, and open space in a connected network.

Central Business District

Richland CBD is planned to encourage the transformation of the area from principally a strip commercial auto-oriented neighborhood to a more compact development pattern. The area is characterized by its close proximity to the Columbia River and Howard Amon Park, concentration of pedestrian-oriented businesses, and the presence of medical, educational, and public institutions. Multiple planning studies and efforts have been conducted in the past decades, many of which have been or are being implemented in this area including public investments on infrastructure and streetscape improvements, and code revisions to attract private investment.

The Parkway has been a center of pedestrian-oriented retail and restaurants. Kadlec Regional Medical Center's campus and Columbia Basin College's Health Science Center both are located in the CBD. The Swift Corridor improvement will connect the CBD with the waterfront parks and recreation areas.

Columbia Point

The Columbia Point area is located between I-82 to the south and George Washington Way to the west. The area is developed with a mix of shops, hotels, restaurants, offices, condominiums, and recreational amenities. Recreational amenities include a golf course, park, marina, and waterfront trail. The area is close to buildout.

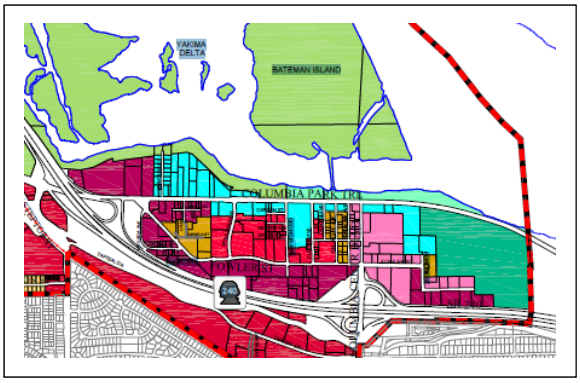
Horn Rapids

The Horn Rapids area is located on the north side of the City. This constitutes two planning areas: a) the Horn Rapids Industrial Park area, a triangular area bounded by Horn Rapids Road to the north and SR 240 to the south; and b) the 1,641 acres Horn Rapids North Industrial Area, north of Horn Rapids Road.

A master plan for Horn Rapids Industrial Park was originally adopted in 1995 and updated in 2011 and 2016. This area has been envisioned as an employment and economic center in the region. The master plan identifies the necessary infrastructure required to serve the area and associated cost for infrastructure improvements. The Horn Rapids planned residential community is located south of this area.

The 1,641-acre industrial area has recently been transferred from the Department of Energy to the City, the Port of Benton, and Energy Northwest by an act of Congress. This 1,341-acre Horn Rapids Industrial Area is specifically set aside for industrial development. The City and the Port plan to market the property to industrial developers as "mega-sites" of 200 acres or larger. The proximity of this land to highways, rail, and utility services together with the large acreages available provide development opportunities for industries that exist in very few places throughout the Pacific Northwest.

Island View



The Island View area, also known as Richland Wye, is located on the southeast side of the City between the Columbia River to the north and SR 240 to the south. It is north of the regional Columbia Center Mall in Kennewick. Columbia Park West is located to the east and Bateman Island to the north of the area.

The Richland Wye Master Plan was prepared in 1998 to revitalize the area and provide a general guideline for the planning and future development of the area. The objective of the master plan includes stimulating mixed use development, providing flexibility in the changing market condition, and ensuring high quality developments with increased opportunities for waterfront recreation. Implementation strategies were developed to address infrastructure, land use, and economic development issues. The area consists of a mix of General Commercial and Regional Retail on the south side, Business Commerce and Multi-family Residential Office in the middle, with Waterfront land use designation on the north side fronting the Columbia River. The entire length of the Columbia River waterfront has public access. The area is now being revitalized with uses such as, residential, commercial, business park, marina, etc.

POPULATION TRENDS AND PROJECTIONS

The Tri-Cities Metro area is one of the fastest growing areas in Washington. The City has grown rapidly in the last decade with a 24 percent growth from 2000 to 2010, and an 11 percent growth from 2010 to 2016.

Based on the 2016 estimate of the Office of Financial Management (OFM), the City of Richland's current population is 53,410. The population including the UGA boundary is 54,732.

Benton County's county-wide allocation and projected population numbers for Richland are 76,533 for the year 2035 and 81,366 for the year 2040. The end of the 20-year planning horizon is 2037. Based on current trends, Richland's projected population in the year 2037 will be 78,431 persons. This means over the next 20 years, the City and its UGA will add 23,699 (78,431-54,732) persons in addition to its existing population. Identifying land for growth and delivering public services will be important to maintaining the high quality of life for its residents.

Figure LU-2: Projected Population Growth

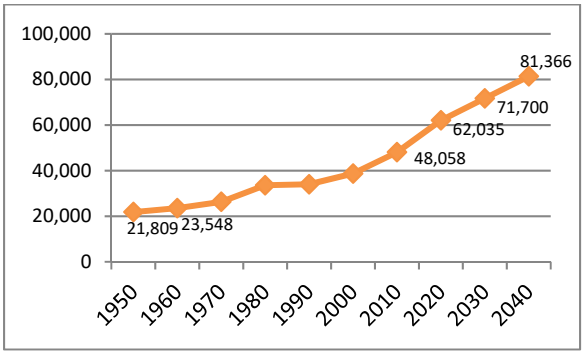


Table LU-2: Population and Employment Projections for 2037

Year	Population	Jobs
2016/ 2017	53,410	37,675[1]
2037 Projection	78,431	50,295

[1] Estimated jobs in 2017

Source: OFM, US Census, OnTheMap; Washington Employment Security Department; ECONorthwest.

Future Land Capacity

In order to identify land necessary to meet the future demand, an analysis of available land was performed. Details of the analysis are available in the Comprehensive Plan Supporting Analysis (Appendix A). This analysis used the City's existing land use density and land inventory in order to identify

vacant and undeveloped land within the City and UGA. The results of this analysis indicated that the City has sufficient land within its UGA to accommodate the land needs for the projected residential and commercial growth. In 2016, the City and the Port of Benton received land from the Department of Energy that is specifically targeted for future industrial use. This land, together with the vacant industrial land that is within the City, provides an adequate industrial land supply for future employment growth.

A significant portion of future residential growth will occur in the Badger Mountain South and Horn Rapids areas. Additional growth will take place in the existing vacant residential lands throughout the City. It is also anticipated that commercial and waterfront areas will accommodate some high-density and mixed-use growth.

Some lands designated as "Urban Reserve" in the land use plan will need to be re-designated for residential land uses to ensure that an adequate land supply is provided to serve future growth.

Lands for Public Purposes

According to the GMA, the City is required to identify the needs for public facilities, including lands for public purposes. Current City-owned public facilities include parks and open spaces, transportation, water, sewer, storm water, solid waste, energy, and municipal facilities. Using the existing ratio of land per capita for public use, there is a surplus of 72 acres for public facilities land. The City's developed open space requirement for parks facilities is determined by the parks level of service. The existing parklands are adequate to meet the demand. However, areas with new residential land use discussed in the next section will require an additional community park. The natural open space is determined by the existence of critical and natural areas, and other priority areas within the City. As the City grows, natural open spaces will be identified based on the GMA criteria and best available science (BAS). Existing data and findings from similar communities indicate Richland has adequate open space to meet the future demand. Additional information regarding the City parklands and open space can be found in the Capital Facilities Element under "Parks, Recreation and Open Space" in this Plan, and in the supporting analysis in Appendix A.

PROPOSED LAND USE

The City is planning to accommodate future growth in two areas within the City, on the north and west sides of the City. One area is located on the southwest side near the City View area, abutting Kennedy Road to the south and Queensgate Drive to the east. The other area is located on the north side of the City abutting the Horn Rapids residential development.

The land use in the City View West area is re-designated from Urban Reserve to a mix of Low, Medium, and High Density Residential, Commercial, Public Facility, Developed, and Natural Open Space. The land use in the Horn Rapids Northwest area is re-designated from Urban Reserve to Low, and Medium Density Residential uses. These are shown in Table LU-3.

Additional land use re-designation includes a portion of an area in Columbia Point South, re-designated from Developed Open Space and Public Facility to Urban Recreation and Natural Open Space. The existing Natural Open Space land in the Columbia Point South area remains unchanged. Additional Natural Open Space land is designated along the shoreline. See Table LU-3, Proposed Land Use, and Figure LU-3, the Future Land Use Map.

Table LU-3: Proposed Land Use

Land Use	Acres
Horn Rapids Northwest	
Existing Land Use	
Urban Reserve	272
Proposed Land Uses	
Low Density Residential	230
Medium Density Residential	42
Total	272
City View West	
Existing Land Use	
Urban Reserve	340
Proposed Land Uses	
Low Density Residential	143
Medium Density Residential	25
High Density Residential	34
Commercial	55
Public Facility	40
Developed Open Space	5
Natural Open Space	38
Total	340
Columbia Point South	
Existing Land Uses	
Public Facility	33
Developed Open Space	71
Natural Open Space	153
Total	257
Proposed Land Uses	
Urban Recreation	80
Natural Open Space	177
Total	257

NATURAL ENVIRONMENT

Critical Areas

Richland's environmentally critical areas include wetlands, fish and wildlife habitat areas, frequently flooded areas, geologic hazard areas, and natural aquifer areas. Most of the critical areas are discussed under the open space subsection below. The critical areas map (Fig. LU-4) indicates wetlands, fish and wildlife habitat areas, aquifer recharge areas, and other critical areas such as landslide, erosion, or seismic hazard areas.

The City uses the best available science in developing policies and development regulations to protect the functions and values of critical areas and give special consideration to conservation or protection measures.

Shoreline

Richland's shoreline consists of approximately 2,600 acres of land on the Columbia and Yakima Rivers shoreline. A Shoreline Master Program (SMP) was developed and adopted by Richland City Council and approved by the Department of Ecology in 2014. This Comprehensive Plan incorporates the SMP by reference. The SMP aims to utilize Richland's shoreline for various water-oriented uses and facilities while protecting the ecological functions and cultural and historic values of the shoreline. The SMP designates eight shoreline environments as follows:

1. Natural Environment
2. Recreation Conservancy Environment
3. Recreation Environment
4. Rural Environment
5. Residential Environment
6. Waterfront Use Environment
7. Industrial Conservancy
8. Aquatic Environment

Open Space

Open space in Richland and the UGA comprises over 17 percent of the total land. These areas include natural areas (Natural Open Space) and more formal developed parks and trails (Developed Open Space) in the land use map. Developed Open Space is discussed under the Parks and Recreation

Sub Element under Capital Facilities. This section discusses the natural open space.

The natural open space system includes the Yakima River and Columbia River shorelines, islands, greenways, and designated areas within residential developments. It also includes environmentally sensitive areas or critical areas where development would be constrained by wetlands, geologic hazards areas, aquifer recharge areas, fish and wildlife habitat areas, and frequently flooded areas along river or stream corridors.

The natural open spaces on or near the Yakima River include:

- The Tapteal Greenway, located on the lower Yakima River. It provides potential opportunities for non-motorized recreation, education, and habitat protection. The Tapteal Greenway is owned by multiple public and private entities including US Army Corps of Engineers (USACE).
- The Chamna Natural Preserve, located on the north bank of the Yakima River. This area is owned by USACE.
- The Riverview Preserve is located at the confluence of the Yakima and Columbia Rivers and is owned and managed by the USACE.
- Bateman Island in the Yakima River Delta is also owned by the USACE and leased to the City.
- W.E. Johnson Park is located south of Van Giesen Street and is owned by the City of Richland.
- The Amon Natural Preserve, a part of the west branch of the Amon Basin is owned by the City. This area is located on the south end of the City near the Interstate-82.

On the Columbia River, natural open spaces include:

- A portion of Leslie Groves Park area located between Snyder Street and Ferry Street.
- A portion of Columbia Point South area; a largely undeveloped area located at the confluence of the Yakima River and the Columbia River.
- The islands on the river that are part of the McNary National Wildlife Refuge.

In 2004, the City worked with community groups and several funding agencies to help Benton County acquire from willing sellers a 575-acre preserve on Badger Mountain located north of the Badger Mountain South area. The City also worked with community groups and funding agencies to purchase properties from willing sellers along the west branch of Amon Basin in order to enlarge the City-owned natural open space areas.

Mineral Resources

Mineral resource lands are resource lands that are primarily devoted to the extraction of minerals or that have known or potential long-term commercial significance for the extraction of minerals. The GMA requires cities and counties to designate natural resource lands where appropriate and adopt development regulations to assure the conservation of agricultural, forest, and mineral resource lands. The City undertook a detailed analysis of its mineral resources in 1998 and determined that no lands within the Richland UGA should be designated as mineral resource lands.

BUILT ENVIRONMENT

Historic and Cultural Resources

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. The Alphabet Homes were based on a series of house plans denoted by a letter in the alphabet (an A house, an F house, etc.). In addition, several apartment buildings and pre-fabricated homes were part of this development scheme. These houses have historical significance in that they were built as part of the federal city created for the Hanford project. Historic structures that have been formally recognized on the National Register of Historic Places include the "Gold Coast" District, a north Richland neighborhood comprised of Alphabet Homes that have largely retained their original character.

Cultural resources are typically discovered during excavation and site preparation for development proposals. While it is difficult to know where every cultural resource site exists, the Washington State Office of Archaeology and Historic Preservation has records of previous investigations in the region. As discussed before, there are recorded archaeological sites within a mile of the Yakima River confluence. National Register-listed properties include the Columbia Point area, Bateman Island, and the Tri-Cities Archaeological District (Anchor QEA, 2014).

Goals and policies in the Comprehensive Plan provide a framework for reviewing and permitting future development proposals. Coordination with the State Office of Archaeology and Historic Preservation and implementation of policies relating to the preservation of cultural and historic resources will help to ensure that these resources are protected.

Urban Design

Urban design applies to the three-dimensional aspects of the built environment such as buildings, streets, sidewalks, open spaces, and plazas. It also addresses other urban issues such as circulation and connectivity, sustainability, neighborhoods, and districts.

Design

The City aims to achieve quality design in citywide civic projects such as public buildings and plazas, streetscape and corridor development, public art, parks, and open spaces. High quality design in public projects will set the standards for the City and may encourage further quality developments by the private sector. Richland's Public Library, Community Center, and the Reach Interpretive Center all display quality design. The City promotes quality design in the commercial and residential developments through its development standards. The City is also planning to add gateway features in the downtown area that will enhance the identity of the community.

Pedestrian and Bicycle-Friendly Environment

It has been a priority of the community to create a vibrant and livable community in Richland. Goals and policies are geared towards creating a pedestrian-friendly community. Mix of uses, higher density, access to transit, safe sidewalks, streetscape elements, network of paths and trails, building orientation, and articulation are some of the considerations for creating a pedestrian-friendly community. Richland has prioritized its downtown area to be more pedestrian- and bicycle-friendly. Swift Corridor development is already underway that will create a pedestrian- and bicycle-friendly connection between the downtown businesses and the residential neighborhoods. The Parkway area, CBD, and Kadlec campus are designed with pedestrian-friendly components.

Circulation and Connectivity

Connectivity between major destinations and neighborhoods within the City and the region is important to Richland. Richland's transportation system aims to provide a multi-modal circulation system for pedestrian, bike, car, and transit users. Richland has multi-use trails connecting its parks and natural areas, as well as some key locations within the City. The City works with public agencies and private developers to create an efficient circulation pattern within business and residential neighborhoods. The proposed Duportail Bridge, once built, will make a significant improvement in connecting the northern and southern parts of Richland.

Public Realm

Richland's public realm includes plazas, parks, playgrounds, sidewalks, and open spaces. Each public realm is different and serves a different purpose in their formal, semi-formal, or natural settings. They offer places for gathering, interaction, and recreation. Public places are further enhanced by artworks and pedestrian amenities. The John Dam Plaza is a heavily used public place for community gathering and events, while the Parkway area offers an urban setting for the community. Parks and natural areas offer recreation and tranquil environment for the residents.

District

The visual character of the Richland UGA varies widely from downtown, Uptown, and the Richland Wye/Island View area, to relatively new commercial areas such as Queensgate and City View, to master planned areas like Columbia Point and Horn Rapids to older alphabet housing neighborhoods in central Richland and to the new residential neighborhoods in Badger Mountain South. Each of these distinct areas calls for a different design approach. In older areas, the emphasis needs to be placed on revitalizing neighborhoods; in other areas, maintenance can be a priority. In newly developing areas, the emphasis needs to be placed on building design and site planning standards. The City recognizes that it needs to take a targeted approach with different urban design standards and strategies to reflect the differing needs of each area within the City.

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, the SMP, as well as State and Federal Laws. The City also maintains energy efficiency, renewable energy, and recycling programs. The City encourages the use of sustainable standards including, but not limited to, passive solar energy, geothermal energy, solar hot water systems, Green Building Certification, Energy Star Certification, bird-friendly buildings (i.e., those that are designed to minimize collisions with birds). The City encourages minimizing light trespass for energy savings, dark sky ambience, and glare reduction.

Landscaping

Landscaping is important for maintaining Richland's attractive physical appearance. Proper landscaping can highlight an area's features and add aesthetic value. Landscaping is applicable for both public and private developments. Given the hot-arid climate in the Tri-Cities area, native landscape and plants are more desirable. Using xeriscape principles can make a water-efficient landscape and signify the area's climate and geology. Selection of trees that offer shade on hot summer days is important for this area.

Figure LU-3: Future Land Use Map

Figure LU-4: Critical Areas Map

Figure LU-5: Shoreline Map

Figure LU-6: Open Space Map

HOUSING ELEMENT

In this chapter, you will find:

- Goals and policies guiding housing in Richland
- Existing housing condition
- Projected needs and addressing the demand

INTRODUCTION

Providing affordable housing for all groups is a priority for Richland. Providing housing near shopping and transportation and offering multiple choices for owner and renter occupied housing would also benefit the City's vision for diversity.

The Housing Element of the City's Comprehensive Plan is intended to provide policy background and broad direction for housing programs and decisions towards meeting the City's goals. Similar to the other elements of the Comprehensive Plan, the Housing Element provides a framework for future planning decisions and outlines goals and objectives the City plans to implement in meeting its housing needs. The Housing Element is consistent with other elements of the Comprehensive Plan.

GOALS AND POLICIES

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

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

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

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

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

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

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

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

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

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

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

HE Goal 3: Implement the current version of the Tri-Cities Consolidated Plan.

Policy 1: Provide assistance to lower-income households that participate in local improvement districts for infrastructure projects. Assistance may be limited to selected neighborhoods or to the neediest households based upon a percentage of median income and fund availability.

Policy 2: Assist infrastructure activities that revitalize and stabilize older or declining neighborhoods or areas in which the majority of households are lower-income.

Policy 3: Improve access for persons with disabilities and the elderly by improving streets and sidewalk systems.

Neighborhood Character

HE Goal 4: Encourage the maintenance and preservation of existing housing stock and residential neighborhoods.

Policy 1: Encourage reinvestment in older residential neighborhoods and support the revitalization of such neighborhoods by keeping the streets and other municipal systems in good repair.

a) Encourage the formation of local improvement districts.

Policy 2: Implement the City's affordable housing and weatherization programs.

a) Continue to participate in the Tri-Cities HOME Consortium.

b) Continue to utilize federal Community Development Block Grant and HOME funds for housing rehabilitation and first-time homebuyer opportunities.

Policy 3: Continue to allow accessory dwelling units in single-family residential districts.

Policy 4: Accommodate non-profit and public agencies' efforts to purchase, construct, and rehabilitate housing to meet the affordable and other housing needs of the community.

Policy 5: Strive to increase the rate of owner-occupancy over time through City's assistance programs.

Policy 6: Maintain a strong code enforcement program.

Policy 7: Update and implement the Island View Master Plan to include mixed-use housing and multi-family residential rehabilitation and construction.

Policy 8: Encourage the use of the City's Crime Prevention Through Environmental Design (CPTED) program in developments.

Policy 9: Continue to participate in the City Police Department's Crime Resistant Community Living (CRCL) Program, which provides free training for property owners and landlords to help provide safe, crime-resistant communities for all residents.

HE Goal 5: Ensure compatibility of new residential developments with established neighborhoods and the community.

Policy 1: Maintain quality design and landscaping in the new developments.

HE Goal 6: Improve Public Facilities.

Policy 1: Support the revitalization of neighborhoods by improving and supporting public facilities that serve neighborhoods of all income levels.

Policy 2: Improve parks and recreation facilities in targeted neighborhoods by supporting a range of improvements to existing or new parks such as building bicycle and walking paths, improving public restrooms, landscaping, or installing play equipment.

Policy 3: Support beautification of our community by integrating art into public facilities in creative and engaging ways.

EXISTING CONDITIONS

Based on American Community Survey (ACS) Census data of 2015, Richland has a total of 22,130 housing units. About 65 percent of the housing units are owner-occupied and 35 percent renter-occupied. This is similar to the United States occupancy rate of 64 percent owner-occupied and 36 percent renter-occupied. Single unit detached housing types dominate the existing housing inventory with 63 percent of the total share. Based on this data, the housing occupancy rate in Richland is 94 percent.

Table HE-1: Housing Occupancy in Richland

Occupancy Type	Units	%
Owner-occupied	13,622	65.5
Renter-occupied	7,170	34.5
Total occupied[1]	20,792	100
[1] 94% of the total housing units		

Richland's single-family homes are mostly concentrated between Spengler Street and the greenbelt (Abbott Street) in north Richland, and between Columbia Park Trail and Interstate 82 in south Richland. Another concentration of housing exists in north Richland in the Horn Rapids area. The City has new housing developments as well as the old Alphabet Homes built between 1943 and 1951. Alphabet Homes are mostly located in the older part of the City near the downtown area.

PROJECTED NEEDS

As discussed in the Land Use Element, Richland's population growth will require additional housing units in the City in the next 20 years. An increase of over 23,000 people in the City and UGA will require 1,270 additional housing units. This will include housing demand for all income and age groups. With the baby boomers retiring, there is a growing need for affordable senior housing in the City. Based on a discussion with the affordable housing group for seniors over the period of 2010 and 2016, occupancy at the affordable senior housing communities averaged 98 percent. This indicates a high demand for affordable senior housing. The expansion of educational institutions triggers the need for student housing and multi-family housing in conjunction with the region's growing need for single-family housing.

ADDRESSING THE NEEDS

This demand of additional housing will be met by developments in the existing planned areas, infill developments, and by re-designating two Urban Reserve areas. This plan will create a mix of residential, commercial, and public facilities land uses as shown in the land use plan (Fig LU-3). This will add additional

housing units including single-family, multi-family, and apartment homes.

The City's current housing assistance program will continue to assist homeownership for Richland citizens. The City's policies promote infill development, which will be another option for housing development where infrastructure already exists. The City provides additional housing choices by allowing accessory dwelling units in single-family neighborhoods.

TRANSPORTATION ELEMENT

In this chapter, you will find:

- Goals and policies for transportation
- Existing systems and future improvements for:
  - Motorized systems
  - Non-motorized systems

INTRODUCTION

The City of Richland maintains a complete multi-modal network of transportation facilities serving residents and businesses. A brief summary of transportation facilities is provided here, with more details provided in the supporting analysis document (Appendix A).

GOALS AND POLICIES

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

Policy 1: Plan new street segments and consider modifying existing streets to provide comfortable and safe elements for bicyclists, pedestrians,

and transit users in addition to vehicles.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EXISTING SYSTEM AND FUTURE IMPROVEMENTS

The most recent Transportation Plan for the City of Richland was completed in 2005 and was used to prepare the 2008 Comprehensive Plan. Many of the improvements identified in that Plan have been completed. Several studies have been conducted to identify preferred improvements in corridors where congestion is occurring today. These studies have determined the basis for many of the short-range improvements that are identified in the Capital Improvement Program for the City.

A major transportation challenge within the City of Richland transportation system is the congestion facing north-south travel during commute times. Several factors contribute to this situation, such as the major regional employers situated north of the City, and significant amount of housing is provided south and east of the Yakima and Columbia Rivers within the region. Regional commute traffic from south Richland, Kennewick and Pasco, is currently limited to SR 240 and George Washington Way for north-south travel through the City of Richland due to the challenge of providing adequate capacity to cross the Yakima River to the south and Columbia River to the east. I-182 also creates a barrier given that there are only three access points and four crossings within the city as well. Congestion as a result of this north-south demand at commute times is manifest at several locations as discussed in the supporting analysis document. A number of planned projects are being considered to address this issue; but the considerations are complicated by the needs and vision of residents as they relate to George Washington Way. As described above George Washington Way is a key element in supporting a regional travel need. George Washington Way is also a City street passing through areas of Richland in which a regional commute route doesn't align with the users goals. Achieving acceptable performance levels for the economic vitality of the City and region and meeting the desires for livability on the City's transportation system will continue to be significant challenges.

For the purposes of this Comprehensive Plan Update, traffic counts from 2016 conducted by the Benton Franklin Council of Governments were used to conduct an analysis of the existing system to identify any additional deficiencies. Those traffic counts were also used to calibrate and update the regional traffic model to be consistent with anticipated land use for year 2040. Subsequently, an analysis for forecast traffic volumes was used to identify potential long-range issues with the transportation network.

Motorized System

Automobile

There are over 275 miles of roadway within the City of Richland, including a functionally classified network of arterial and collector roadways as well as local streets. There are 66 traffic signals within the City (some are operated by WSDOT or the City of Kennewick) and four roundabouts.

Significant improvements identified in the short term include the Duportail Bridge over the Yakima River, the widening and extension of Queensgate Drive, South George Washington Way safety and mobility improvements, and the Center Parkway Extension west of Steptoe Street. These projects are anticipated to cost at least $53 million.

Long-range improvements include the extension of Gage Boulevard and Queensgate Drive to serve the Badger Mountain South sub-area, interchange improvements on both I-182 and SR240, as well as other collector road improvements to serve developing areas. A new arterial route is proposed to connect the existing north end of Queensgate Drive to SR 224 (with a Yakima River crossing) as well as an extension south from Kingsgate Way to connect to SR 224. Additional traffic signals or roundabouts are anticipated at several locations as well.

Air

Commuter air travel service is provided at the Tri-Cities Airport in Pasco. The Richland Airport provides general aviation facilities on two 4,000 foot runways. The Airport Master Plan currently calls for the extension of the north-south runway to 5,000 feet in order to accommodate large aircraft. This runway extension will require further study and potential mitigation since the Runway Protection Zone will be extended over SR 240 and some developed industrial properties.

Freight

There are currently approximately 30 miles of railroad tracks within the City of Richland. Much of this track is owned by the Port of Benton and operated and maintained through a lease to the Tri-City Railroad (TCRR). TCRR provides local freight switching and interconnect services to the Union Pacific Railroad, while the Burlington Northern Santa Fe provides direct service to the City of Richland.

The rail network has recently been expanded by the City to serve the Horn Rapids Industrial Park and includes a loop that accommodates the loading of unit trains. Additional expansions are anticipated to the north of Horn Rapids Road to serve new industrial property acquired from the Department of Energy.

Port Barge

The Port of Benton provides a high dock as well as a barge slip along the Columbia River in the northern part of the City. These facilities are able to serve barges that travel to the Pacific Ocean and Pacific Rim markets in a cost effective transportation mode.

Transit

There are currently nine transit routes operated by Ben Franklin Transit that serve the City of Richland, with four of those being Inter-City routes that also serve other communities and make connections at Transit Centers. Ben Franklin Transit regularly modifies its services and routes to accommodate growth and development.

Non-motorized System

Non-motorized facilities within the City of Richland are mainly composed of sidewalks constructed in association with streets and a separate bicycle and pedestrian trail system. There are currently about 30 miles of Class I trails that serve the City of Richland, with over six miles of secondary trails and 36 miles of soft trails that traverse natural areas such as Badger Mountain or Columbia Point South and the Amon Basin. There are also over 68 miles of on-street bike routes that facilitate bicycle travel throughout the City.

FINANCING

The City receives funding for transportation projects from a variety of sources, including impact fees, developer construction, City General Funds, Arterial Street Funds, Transportation Improvement Board grants, Highway Safety Program grants, State funding, Federal Surface Transportation Program funding as well as other Federal Grants.

The City collects Traffic Impact Fee according to Richland Municipal Code (12.03). It is called the South Richland Street Collector Financing Plan. It assists to develop the arterial street network in south Richland and to make other improvements such as traffic signals as traffic volumes grow. The impact fee area generally involves two zones and covers the area south of the Yakima River with the exception of the Badger Mountain South Sub-Area. The impact fee was updated in 2008 and 2012 and is expected to be updated again in 2017.

Details of proposed transportation improvements, timeframe and financing sources can be found in the supporting analysis document (Appendix A).

UTILITIES ELEMENT

In this chapter, you will find:

- Goals and policies for utilities
- Wastewater facilities
- Water supply system and facilities
- Storm water system and facilities
- Solid waste management and facilities
- Energy services
- Utilities provided by others
  - Natural gas supply
  - Telecommunications
  - Irrigation

INTRODUCTION

The Utilities Element of the City of Richland Comprehensive Plan describes utility policies and regulations to implement the goals of the Comprehensive Plan. It was developed in accordance with Section 36.70A.070 of the GMA to address utility service within the City of Richland over the next 20 years. It consists of the general location, proposed location, and capacity of all existing utilities in the UGA. General utility corridors are identified in this Element. The Element was also developed in accordance with the County-Wide Planning Policies and has been integrated with all other Comprehensive Plan elements to ensure consistency.

GOALS AND POLICIES

UE Goal 1: Utilities should support the land use and economic development goals of the City.

Policy 1: Siting of proposed public facilities should be consistent with adopted land use policies.

Policy 2: When available and permitted under prevailing power supply contracts, the City will use its market access to low-cost electricity to provide favorable rates targeted at expansion and attraction of industries offering additional family-wage jobs.

Policy 3: Ensure that aesthetic impacts of utilities will be addressed through measures such as landscaping and screening.

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

Policy 1: Maintain current utility service levels based on local, state, and federal standards.

Policy 2: Use a minimum 20-year planning horizon to plan for City-provided public utilities and identify new facilities, expansions, and improvements that will be needed. The City will work with other purveyors of public services to provide facilities and services concurrent with development.

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

Policy 4: The City will designate utility corridors and utility facilities as required to facilitate and promote the expansion of commercial and industrial development.

Policy 5: The City will actively cooperate with other utility providers to establish a City electrical service territory boundary that allows the City's municipal utility to serve new loads.

UE Goal 3: Provide utility facilities that ensure environmentally sensitive, safe, and reliable service.

Policy 1: All utility expansion and construction will consider the environment and ways to minimize impacts to it in siting, construction, and use.

Policy 2: The City will use the best available technology to mitigate adverse impacts resulting from utilities projects.

UE Goal 4: Adopt programs to conserve and promote sustainable use of resources.

Policy 1: Establish public outreach programs to promote the conservation of resources, waste reduction, reuse, and recycling.

Policy 2: Implement the City's utility systems management plans.

UE Goal 5: Coordinate with outside utility providers for efficient, cost-effective, and reliable utility service.

Policy 1: Ensure that land will be made available for the location of utility lines, including location within transportation corridors.

Policy 2: Promote, when feasible, location of new public and private utility

distribution facilities in shared trenches, and coordination of construction timing to minimize construction-related disruptions to the public and reduce the cost of utility delivery.

Policy 3: When and where natural gas franchises exist, promote the extension of natural gas distribution lines to and within the UGA, constructed or reconstructed.

Policy 4: Promote a wider range of high-speed internet providers to encourage competition.

WASTEWATER FACILITIES

The Richland sanitary sewer system was originally developed to serve the Richland core area, but has been extended to other areas as they have developed, including north Richland, south Richland, the Badger Mountain area, and the Horn Rapids community. The sanitary sewer system includes a conveyance system, a wastewater treatment facility, and effluent disposal. A General Sewer Plan was adopted in 2016, which provides a general evaluation of the sewer collection system and Wastewater Treatment Plant, a Capital Improvement Plan (CIP) with a particular emphasis on the next 20 years, and assessment of the utility's financial condition and ability to support the recommendations of the CIP.

The existing Richland sanitary sewer collection system serves approximately 40 square miles of area that is divided into seventeen drainage basins. The collection system consists of over 262 miles of gravity collection pipes, which range in size from six inches in diameter to 54 inches in diameter. The City owns and operates 14 pump stations, ranging in size from 1.5 to 35 horsepower. Overall, the collection system had adequate hydraulic capacity to convey current flows as well as future flows. Although the hydraulic analysis indicated relatively few capacity issues, the collection system is showing its age and a proactive renewal and replacement program has been developed to address this.

All flows collected by the Richland sanitary sewer collection system are transported to and treated at the Richland Wastewater Treatment Plant. Since its completion in 1985, the plant has consistently achieved the discharge requirements specified in its National Pollution Discharge Elimination System (NPDES) permit. The plant provides primary sedimentation, followed by secondary treatment using an activated sludge process. Plant effluent is disinfected with chlorine prior to discharge to the Columbia River. Several renewal and replacement projects have been identified at the Wastewater Treatment Plant through the planning period.

WATER SUPPLY SYSTEM

The Richland water system was constructed during the 1940s to support the wartime activities at the Hanford Nuclear Reservation. This temporary system has developed into the modern permanent water system used in the City today. The City's water supply system consists of wells, a surface water treatment plant, pump stations and chlorinators, interties, water lines, and reservoirs. A Water System Plan was completed in 2016 to be adopted in 2017, which provides a general evaluation of the water distribution system and Water Treatment Plant, a CIP with a particular emphasis on the next 20 years, and assessment of the utility's financial condition and ability to support the recommendations of the CIP.

The majority of the population within the corporate limits of the City of Richland is served by the City of Richland Water Utility. The Utility serves approximately 18,689 connections (as of 2016), which includes residential, commercial, and industrial users.

The City has a total available water right of 34,948 acre-feet per year and 43,786 gallons per minute (gpm) for instantaneous flow. The City appears to have adequate water rights for future growth. The City's potable water sources include a wellfield and the Columbia River Water Treatment Plant (WTP). The wellfield has a total capacity of 15 million gallons per day (MGD) while the WTP has a capacity of 36 MGD. Source capacity is adequate for future growth, and water supplied to the City of Richland is of high quality meeting federal and state drinking water standards.

The City has approximately 340 miles of pipelines in the water distribution system ranging in size from two inches in diameter to 36 inches in diameter. There are ten storage facility sites that provide approximately 22 million gallons of storage and ten booster pumping stations that provide direct water storage to seven pressure zones within the City. Several projects to address capacity as well as renewal/replacement have been identified through the planning period.

STORM WATER SYSTEM

Richland's storm water system facilities consist of collection and conveyance, pumps, underground injection control (UIC) facilities, regional detention/ water quality facilities. and regional outfalls. A Storm Water System Plan was developed by the City in April 2017.

Collection and conveyance facilities include catch basins, manholes, pipes, forced main, culvert and open channel. There are currently over 4000 catch basins and over 127 miles of gravity pipe in the City.

There are seven public and privately owned pump stations throughout the City.

Some storm water runoff generated within the City is infiltrated via the City's over 280 UIC facilities.

Regional detention/ water quality facilities include 22 ponds, 2 bioretention cells, 6 underground storm chambers, and 21 swales.

Stormwater runoff that does not infiltrate is conveyed to surface receiving waters via 21 regional outfalls that discharge to the Columbia River, the Yakima River, and the Amon Wasteway.

Future improvements of the storm water system are identified to reduce:

- Existing conveyance capacity and flooding issues;
- Potential future conveyance capacity and flooding issues;
- Pollutant loading to receiving water bodies; and
- Chronic system maintenance needs.

SOLID WASTE MANAGEMENT

The City of Richland Solid Waste Division provides municipal solid waste collection and disposal services to residences and businesses within the City limits. About 26 percent of the solid waste is recycled in Richland based on the 2015 tonnage of generation, recycling, and disposal.

The City of Richland owns and operates the Richland Landfill (also known as the Horn Rapids Landfill). The landfill site is 275 acres in size. Approximately 46 acres are permitted for solid waste disposal. The site also includes a 14-acre composting facility, a residential and small commercial customer transfer station, a

scale house and administration building, and an operations and equipment maintenance building.

The City offers curbside recycling to its residential and commercial customers. The City currently operates seven drop-box recycling collection centers throughout the City and delivers the collected recyclable items to Clayton-Ward Recycling in Richland.

The City's waste generation is forecast to increase to 80,000 tons by 2031. The current space in the Landfill will be used up sometime in 2020 at the City's current rate of waste placement. The City is planning for its future solid waste disposal capacity by exploring two options:

1. Expanding landfill capacity on the current site by building a landfill that meets current state and federal design regulations; or
2. Building a transfer station and hauling waste to a large regional landfill.

It is expected that a decision will be made in calendar year 2017, after which preparations will be made to construct the necessary facilities. Regardless of the disposal alternative selected, the City anticipates maintaining its current customer service levels at the Richland landfill.

ENERGY

Richland provides electrical service throughout the City, most of the UGA, and the City's 50-square mile service territory using 552 miles of primary line and eight substations. Ownership and operation of these facilities is shared by the City and the Bonneville Power Administration (BPA). Bulk transmission of electrical power supply to customers in the UGA has historically been provided from the BPA transmission grid, with the local utilities providing final pass-through services. Benton PUD also provides power to a limited number of people in Richland through a service agreement between Benton PUD and the City.

The City currently runs an energy efficiency program by providing incentives for reduced energy usage. Its renewable option program allows residents to purchase clean, zero-emission wind energy. The City also offers low-interest loans to promote use of solar power.

Electrical service plans are designed and upgraded to provide for future growth and accommodate new and increased loads. Richland maintains a performance based level of service where failure in one system will not cause failure of other systems and can be picked up by other components within eight hours.

Future deficiencies are identified based on projected loads. The City has identified multiple capital improvement projects through the year 2027. Major capital improvement projects include: plan, design, and construction of a new substation in the Dallas Road and Leslie Road area; construction of Kingsgate substation for the Horn Rapids Industrial Park; design and implementation of smart grid/smart metering infrastructure; and purchase of southwest service area infrastructure.

OTHER AGENCY UTILITIES

Natural Gas Supply

Cascade Natural Gas Corporation builds, operates, and maintains natural gas distribution facilities serving the City of Richland. It currently serves most parts of the City. Natural gas is made available concurrently with growth to the best of the purveyor's ability. The City will promote locating utility distribution lines together and

using existing utility easements wherever possible.

Telecommunications

Telecommunication in Richland is provided by the licensing agency's franchise agreements with the City. Telecommunication is mostly regulated at the state level by the Washington Utilities and Transportation Commission.

The City of Richland currently franchises Charter Communications to serve its population. Charter provides cable TV, Internet, and phone services in Richland. Some other phone and Internet services providers include but are not limited to Verizon, Cellular One, U.S. Cellular, AT&T Wireless, T-Mobile, and Cingular Wireless. Telecommunication facilities offer services through cell towers on tall poles, lattice towers, and/or co-located in buildings.

As growth occurs within the City, demand for reliable telecommunication services also grows. Telecommunication companies provide adequate services according to Federal Communications Commission (FCC).

Irrigation

Only portions of the City of Richland currently have irrigation services. The southern part of the City is served by the Columbia, Kennewick and Badger Mountain Irrigation Districts. Columbia Irrigation District operates an irrigation canal and a pump station in that area.

Within the unincorporated UGA, irrigation services are provided by the Columbia and Badger Mountain Irrigation Districts.

CAPITAL FACILITIES ELEMENT

In this chapter, you will find:

- Goals and policies for Capital Facilities
- Parks, recreation, and open spaces
- Municipal facilities
- Fire and emergency services
- Police services
- Schools
- Essential public facilities

INTRODUCTION

The Capital Facilities Element addresses facilities that are important for the City's growth in the next 20 years. Accommodation of the additional growth within the City's available land area and the provision of adequate services for the expected growth are two key aspects to be addressed in the comprehensive planning process. The Comprehensive Plan Supporting Analysis (Appendix A) provides additional details of the Capital Facilities Plan.

This element integrates the Comprehensive Plan with the City's Capital Improvement Plan (CIP) for capital facilities budget allocations. The CIP prioritizes the needs of the City for infrastructure and other capital needs, both within the City and the UGA. Prioritization for budget decisions are made based on the goals and policies and future growth indicated in the Comprehensive Plan. The Capital Improvement Plan (CIP) is a tool for

identifying and prioritizing capital projects and major capital purchases for budget consideration. The plan provides a project planning schedule for at least a six-year period and identifies funding sources for projects approved in the current budget cycle.

The CIP is useful in coordinating community planning, determining financial capacity and ensuring capital expenditures demonstrate support for the key elements of the City's Strategic Plan. The CIP is comprised of projects that maintain, enhance, or construct new facilities and infrastructure.

The Richland CIP uses many revenue sources to fund the capital investment projects identified in the CIP, including various taxes, revenues, bonds, and grants. The City also collects park impact fees to mitigate park impacts. Impact fees collected from specific park zones are used within that park district to address the impact by providing park and facilities according to the standards set in the 2014-2019 Parks, Recreation and Open Space Plan.

GOALS AND POLICIES

General Goals and Policies

CF Goal 1: Ensure that adequate infrastructure and public facilities exist or can be provided concurrent with new development takes place.

Policy 1: The City will work with other purveyors of public services to provide facilities and services concurrent with development.

Policy 2: The City will strive to ensure convenient and safe student access to school sites.

CF Goal 2: The City will provide capital facilities that ensure environmentally sensitive, safe, and reliable service.

Policy 1: The City will consider ways to minimize environmental impacts in siting, construction, and use of all capital facility expansion and construction projects.

Policy 2: The City will mitigate adverse impacts resulting from capital facilities projects according to the State Environmental Policy Act (SEPA) and other local, state and federal requirements.

Policy 3: The City will locate capital facilities identified as essential public facilities to provide the necessary service to the intended users with the least impact on surrounding land uses.

CF Goal 3: Provide adequate resources for capital improvements and make efficient use of fiscal and other resources.

Policy 1: Prioritize capital improvement needs that are consistent with overall planning goals.

Parks, Recreation and Open Space

CF Goal 4: Provide an integrated system of parks, recreation facilities, trails, and open spaces as an asset consistent with the Parks, Trails, Open Space, and Facilities Master Plan that enhances the community's quality of life.

Policy 1: Implement the Parks, Trails, Open Space, and Facilities Master Plan and programs for park and recreation facilities.

Policy 2: Coordinate the development of City of Richland trails, open space, and other recreational facilities and programs with other municipal facilities development, where appropriate.

Policy 3: Develop and adopt Master Plans for specific parks as necessary.

CF Goal 5: Provide diverse active and passive recreational opportunities for residents and visitors of all ages, based on needs.

Policy 1: Develop participation and interest in organized and individual recreation based on trends and changing lifestyles.

Policy 2: Provide adequate facilities to meet the sports and active recreational needs of different age groups.

Policy 3: Help citizens make full use of existing facilities through increased public awareness, revised and clear maps, and directional signage.

CF Goal 6: Identify, prioritize, and preserve unique natural habitat, ecologically critical areas, shorelines, and significant landforms and develop public recreational activities appropriate to these resources.

Policy 1: Develop property and ecological management programs consistent with the SMP, and Critical Areas Ordinance.

Policy 2: Provide public access and use of the Columbia River and Yakima River shoreline consistent with the SMP.

Policy 3: Evaluate opportunities to acquire and/or protect additional open space to protect significant landforms, critical habitat areas, and appropriate native vegetation areas.

Policy 4: Promote environmental education in an appropriate manner based on the sensitivity of the subject area.

CF Goal 7: Enhance the community and region's cultural and historic heritage through features incorporated in community and regional parks.

Policy 1: In cooperation with the Arts Commission, incorporate art in suitable public locations.

CF Goal 8: Extend and improve the multi-use trail system to link parks, activity centers, schools, and employment centers.

Policy 1: Identify desirable trail linkages and trail extensions needed to connect with the City's trail network as part of existing trail plan.

Schools

CF Goal 9: Work with the Richland and Kennewick School Districts to help meet the needs of the school districts to serve the community.

Policy 1: Coordinate with the school districts to identify locations of future school sites.

Policy 2: Continue to work closely with the Richland and Kennewick School Districts and special user groups to promote joint use recreation programs and facilities.

Policy 3: Develop and maintain safe routes to schools by pedestrian and other modes of transportation.

Municipal Facilities

CF Goal 10: Provide municipal facilities as needed for efficient services, rapid response times, and convenient customer service.

Policy 1: Consider leveraging investments in new municipal facilities that help the City achieve other goals and operate efficiently.

CF Goal 11: The City's investment in municipal facilities should, to the extent practicable, encourage additional private investment.

Policy 1: Consider strategically locating certain municipal facilities in areas that can act as catalysts for private developments.

Fire, Police, and Emergency Services

CF Goal 12: The City will provide efficient, cost-effective, and concurrent levels of public safety services designed to maintain quality of life.

Policy 1: The City will identify the funding mechanism to construct and staff fire and emergency service facilities in areas of the City wherever five hundred homes or more are located outside a four-minute drive time from an existing Richland Fire & Emergency Services facility or a neighboring jurisdiction facility with similar staffing levels participating in an automatic aid agreement.

Policy 2: The City will identify a funding mechanism to increase staffing levels from three to six in station's initial response districts when the resources/crew out of service norm

reaches 4.8 hours per 24-hour period for emergency response.

Policy 3: Policy 3: The City will identify the funding mechanism to construct and staff Fire & Emergency Service facilities in areas of our city wherever 1350 or more employees work outside a 4 minute drive time from an existing Richland Fire & Emergency Services facility or a neighboring jurisdiction facility with similar staffing levels participating in an automatic aid agreement.

Policy 4: The City will evaluate the adequacy of the public safety facilities and equipment, mutual and auto aid agreements, and personnel staffing levels and deployment needs for the present and projected change.

CF Goal 13: Maintain and improve safe neighborhoods in Richland.

Policy 1: Maintain an adequate force of police officers throughout the City.

Policy 2: Implement physical planning and Crime Prevention Through Environmental Design (CPTED) principles to enhance user surveillance, de-opportunize criminal activities, and minimize potential for crimes.

Policy 3: Create a high level of public awareness and support from the community for positive engagement with the police and crime prevention and deterrence programs

CF Goal 14: Provide efficient, cost-effective, and concurrent levels of public safety services designed to maintain quality of life.

Policy 1: Maintain community education programs on crime and fire prevention to increase the level of community awareness.

Policy 2: Emphasize continued cooperation through inter-local agreements with rural fire districts, fire, and police agencies of adjacent jurisdictions and other public safety service providers.

Policy 3: Evaluate the adequacy of public safety facilities and equipment, mutual aid agreements, and personnel staffing and program needs, for the present and for changes in needs with anticipated growth.

Policy 4: Ensure quality public safety personnel to serve the community.

Library Facilities

CF Goal 15: Maintain the Richland Public Library as a safe, inviting, inclusive destination, as well as a center of creativity and innovation that also offers services, collections, and gathering spaces that meet diverse needs.

Policy 1: Provide library facilities appropriate for Richland's population, circulation, technology, books, and material resources.

Policy 2: Maintain adequate service levels, based on comparative statistics gathered by the Washington State

Library for libraries of a similar statistical size.

Policy 3: Maintain and accommodate technological advances in resource and information management.

PARKS, RECREATION, AND OPEN SPACE

Richland's parks system consists of neighborhood parks, community parks, regional parks, special use areas, linear parks, and natural open spaces in 2,286 acres of land. Although some natural open spaces are included, many natural open space areas are not included in the park system. Richland's natural open space in general is discussed under the Land Use Element.

Table CF-1: Park Categories

Park type	Acres	Number of Parks
Neighborhood Parks	78.6	25
Community Parks	220	4
Regional Parks	170	2
Special Use Areas	702	11
Linear Parks	240	9
Natural Open Space	873.98	7
Total Parks and Recreation Areas	2,285.6	58

In addition to City-owned parks, Richland residents enjoy parks and recreational facilities owned by other agencies such as the Badger Mountain Centennial Preserve owned by Benton County, the open space owned by USACE, and Richland School District facilities, etc.

The City also has a system of trails consisting of Class 1 trails, secondary trails, and soft trails. The existing trails map (Fig. TE-6) indicates the locations and distribution of trails throughout the City.

Richland Parks and Public Facilities Department offers events, aquatic, and athletics programs in multiple City-owned facilities (see Table CF-2). Listed below is a brief sample of activity categories with categories changing based on demand:

- Aquatics swim lessons, lap swim, open swim pre-school educational activities
- Arts & Crafts, General Education-chess, hunter education, first aid, and more
- Dog training, park ranger programs, geocaching, hikes, and classes
- Home and garden, language, computer and technologies
- Fitness
- Yoga, martial arts, dance, wellness-check-ups
- Sports: team and individual sports
- Adventure camp for youth
- Cards, socials trips

Table CF-2: School District and City of Richland Facilities

Facility Type	Existing Inventory
Youth Baseball Game Fields	10 Fields
Youth Baseball Practice Fields	12 Fields
Youth Softball Game Fields	5 Fields
Youth Softball Practice Fields	10 Fields
Adult Softball Fields	4 Fields
Indoor Basketball Practice Courts (Richland School District)	7 Courts
Indoor Basketball Game Courts (Richland School District)	5 Courts
Indoor Volleyball Courts	21 Courts
Outdoor Swimming Pool	1 Pool
Youth Soccer Practice Fields	27 Fields
Youth Lacrosse Game Fields	0 Fields
Youth Lacrosse Practice Fields	0 Fields
Youth Football Game Fields	1 Field
Youth Football Practice Fields	0 Fields
Golf Driving Ranges	1 Range
Golf, 18-Hole Courses	1 Course

Facility Type	Existing Inventory
Archery Ranges	1 Course
Skateboard Park	22,700 sf
Outdoor Tennis Courts	28 Courts

As the City grows, the use of park and recreation facilities will increase. The current inventory of neighborhood parkland is adequate to meet the future demand. New areas re-designated with this Comprehensive Plan update will require one additional community park to serve the area. There is a need to complete the park amenities at Badger Mountain Park and Hanford Legacy Park. Master plans have been completed for each Community Park. Additional recreational facilities will be needed such as sports fields and courts, golf courses, etc.

Although Richland includes more open space than adjacent communities do, there is community interest in preserving open space. Approximately 34 acres of Urban Reserve land along the Yakima River is re-designated to Natural Open Space (Table LU-3). The need for open space and associated cost to maintain them should be further assessed through stakeholders and public involvement.

MUNICIPAL FACILITIES

This section describes the City of Richland's administrative buildings and other municipal facilities, including City Hall, City Hall Annex, Community Center, Development Services Center, and the City Shops and Warehouse Facility.

The current City Hall, located at the intersection of Swift Boulevard and George Washington Way was constructed in 1959. It houses the Council Chambers, along with a few other departments. The City Hall Annex adjacent to it was built in 1977.

The Community Center was constructed in 2002 and serves a dual role as a new senior center and a recreation and meeting facility. It also houses the administrative offices of the Parks Department.

The Development Services Center building was acquired from the federal government as surplus property and renovated to become a one-stop planning and development facility.

The City's shops complex is located on a 160-acre parcel near the Queensgate interchange. The complex was constructed in 1999. In 2010, the City constructed an addition to house the City's IT data center. The complex consists of three separate buildings and outdoor storage.

An evaluation of the City Hall building was done last in 2003 and was assessed that the facility was inadequate in size and flexibility and does not comply with basic accessibility and energy code requirements. Based on this, a new City Hall has been planned across the street from its current location, in the parking lot of the Federal Courthouse. The new building will be three stories, approximately 46,000 square feet, and will combine the City Hall, the City Hall Annex, and the Development Services Building into one facility, therefore eliminating three aging buildings. Construction will begin in 2017 and will be completed in 2019.

An assessment of major municipal facilities is available in the supporting analysis document (Appendix A), under the Capital Facilities Element.

FIRE AND EMERGENCY SERVICES AND FACILITIES

Fire and emergency medical services are a key part of public safety services for the citizens of Richland and the thousands of visitors and workers who pass through the City. The City of Richland has a professional fire department, which provides fire and life safety protection, emergency medical services (EMS), technical rescue and hazardous materials response to citizens, visitors, and the business community.

The Richland Fire & Emergency Services Department also provides Advanced Life Support EMS through Inter-local Agreements to segments of unincorporated areas of Benton County.

The Richland Fire & Emergency Services Department has developed a facility deployment model based on the current and projected needs of the community over the next 10 years. This plan encompasses potential growth and development in the community, current and future urban growth boundaries, the City of Richland transportation improvement plan, and industry standard response times. The facility deployment model aligns with the City of Richland Core Focus Areas as well as meets the mission and vision of Richland Fire & Emergency Services.

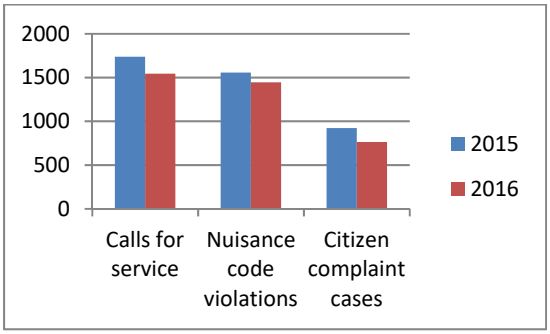
POLICE SERVICES

The Richland Police Department provides law enforcement services within the City limits. Law enforcement within the unincorporated UGA is currently provided by the Benton County Sheriff's office. The Police Department is located at 871 George Washington Way. The station was constructed in 2001.

The Richland Police Department established a partnership with the Washington State Department of Corrections (DOC) in 2002 to better monitor criminals who are under active DOC supervision and living in Richland. At present, Richland Police is also leading the Benton County Emergency Management Agency's activities.

Based on 2015 and 2016 data, the incidence of some types of crime is decreasing while other types are increasing. For code enforcement cases, calls for service, code violations, and citizen complaints are decreasing as shown in the table below.

Figure CF-1: Code Violations



Richland Police provides a value-based service. Richland measures its levels of service for public safety based on the committed and uncommitted time of the officers and support staff. Future growth will increase demand for police protection services and police department community programs. However, the Department is currently not seeking an increase in the number of police officers as it aims to meet its demand through an efficient allocation of committed time. It continues its current programs of community services and crime prevention programs.

LIBRARY FACILITIES

Library services for Richland residents are provided primarily by the Richland Public

Library, operated by the City of Richland Parks and Public Facilities Department. Additional library services are available at the Washington State University (WSU) Consolidated Information Center (CIC), Columbia Basin College in Pasco, and the Mid-Columbia Library System in the adjacent jurisdictions. The Kadlec Neurological Resource Center has a specialized library on neurological disorders that is open to the public.

SCHOOLS

Richland is served by both Richland and Kennewick School Districts, as the school district borders do not follow the municipalities' geographic borders. Schools serving Richland students are as follows:

Elementary schools: Badger Mountain, Jason Lee, Jefferson, Lewis and Clark, Marcus Whitman, Orchard, Sacajawea, Tapteal, White Bluffs, William Wiley, and Vista.

Middle schools: Carmichael, Chief Joseph, Enterprise, and Desert Hills.

High schools: Richland High, Hanford High, Rivers Edge, Three Rivers HomeLink, and Kamiakin.

Special education schools located outside Richland but serving the region include: Delta High School (Science, Technology, Engineering, Math) located in Pasco and Tri-Tech Skills Center located in Kennewick.

School districts provide services based on population growth. Currently, the planned growth of the Badger Mountain South area is creating the need for future schools in this area. The Richland School District is planning to expand service in this area on approximately 54 acres owned by the school district. Adequate services such as roads, utilities, and safety are needed in this area to serve the school site once built. The school districts face challenges in locating school sites within the UGAs. Coordination between the school district and City during the planning process helps addressing the siting issues.

ESSENTIAL PUBLIC FACILITIES

Essential Public Facilities (EPF) include facilities that are typically difficult to site due to difficulties in finding the suitable and appropriate locations and perceived or real environmental, economic, or social impacts. Examples of EPF include airports, state education facilities, state and local correctional facilities, solid waste handling facilities, state or regional transportation facilities, the interstate highway system etc.

Cities and counties are required to establish a process for identifying and siting essential public facilities and adopt or amend its development regulations as necessary to provide for the siting of secure community transition facilities.

Richland reviews the siting of such facilities with a process established in the Richland Municipal Code (RMC 23.42.060, Essential public facilities).

REFERENCES

Anchor QEA, 2014. City of Richland Shoreline Inventory, Analysis and Characterization Report. 2014.

APPENDICES

A. Comprehensive Plan Supporting Analysis
B. Benton County Countywide Planning Policies
C. Environmental Impact Statement Summary Document
D. Public Involvement Summary
E. City of Richland Shoreline Master Program Update , 2014
F. City of Richland Capital Improvement Plan 2017 to 2030
G. 2015 General Sewer Plan Update
H. City of Richland Comprehensive Water System Plan, 2017
I. City of Richland Storm Water Management Plan , March 2016
J. City of Richland 2011 Solid Waste Management Plan
K. Parks, Trails, Open Space and Facilities Master Plan, 2014-2019
L. Strategic Leadership Plan