

**CITY OF WEST RICHLAND
COMPREHENSIVE PLAN UPDATE
2017**



**City of West Richland
Comprehensive
Plan Update**

FINAL VERSION

Per City City Council Adoption
August 8, 2017 – ORD 14-17



Prepared by AHBL, Inc.
With ECONorthwest and Fehr & Peers
For the City of West Richland

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LIST OF ABBREVIATIONS

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AVA	American Viticultural Area
BLM	Bureau of Land Management
CAO	Critical Areas Ordinance
City	City of West Richland
CIP	Capital Improvements Plan
CWPP	County-Wide Planning Policies
DNR	Department of Natural Resources
FEMA	Federal Emergency Management Agency
GMA	Growth Management Act
LOS	Level of Service
OFM	Office of Financial Management
Port	Port of Kennewick
RCW	Revised Code of Washington
RSD	Richland School District
SEPA	State Environmental Policy Act
SMA	Shoreline Management Act
SMP	Shoreline Management Program
STA	Small Tracts Act
TNC	Transportation Network Company
UGA	Urban Growth Area
WAC	Washington Administrative Code
WRMC	West Richland Municipal Code

ACKNOWLEDGEMENTS

Mayor

Mayor Brent Gerry

City Council

Rich Buel (Mayor Pro Tem)

John Smart

Gail Brown

Richard Bloom

Don Engelman

Scott Whalen

Steven Shupe

Ken Stoker

City Planning Commission

Nancy Aldrich (Chair)

Frederick Brink (Vice Chair)

David Fetto

Michael Mauk

Steven Shupe

Eric Smith

Kathleen Smith

City Staff

Aaron Lambert (Community Development
Director)

Roscoe Slade (Public Works Director)

Jessica Platt (Finance Director)

Mike Stevens (Senior Planner)

Andrea Vagge (Planner- Former)

Karin Volpe (Planner)

Consultant Team

AHBL

Wayne Carlson

Brad Medrud

Nicole Stickney

Brittany Port, Alex Campbell, Colin Poff

Fehr & Peers

Don Samdahl

Kendra Brieland

Will Lisska

EcoNorthwest

Morgan Shook

Ali Danko

Contributors

Citizens of West Richland

Wayne Adams-WSDOT

Troy Berglund, Benton REA

Steve LaMarr, General Contractor

Jeff Losey, Home Builders Assn.

Byron Martin, Former Council Member

Skip Novokovich, Port of Kennewick

Mark Panther, Richland School District

Len Pavelka, BFCOG

Daniel Richey, Citizens for Smart Growth

Kevin Sliger, Ben Franklin Transit

William (Bill) Whealan, BCFD#4

INTRODUCTION

Purpose

This Comprehensive Plan for the City of West Richland is the long-term vision and plan for managing the city’s natural and built environment. This Plan was developed pursuant to provisions of the State of Washington Growth Management Act (WAC Chapter 365-196). The plan includes policy direction for community and economic development, housing, protection of environmentally sensitive areas, public services, growth, physical design elements, and community character. Citizen participation is a key cornerstone to this plan; this plan was developed following a broad public participation process conducted according to an approved public participation plan, to engage and involve the community in the development of the plan’s vision, goals, and policies.

This plan serves as the “blueprint” for the next twenty years, and replaces the previous GMA-compliant Comprehensive Plans adopted in 1997 and 2006 (with subsequent amendments). This plan may be amended on a yearly basis, but not more than once per year. The city is required to update its plan periodically to address changing conditions and the next “full” update is expected by 2025.

Focused on the Future - Four Decades of Planning:

The City of West Richland’s first Comprehensive Plan was adopted on June 6, 1977. The first Comprehensive Plan that was written in compliance with the Growth Management Act was adopted in 1997. This plan covers the planning window of 2017-2037.

Future Vision: 2037

In 2037, West Richland is a thriving community that has retained its welcoming, neighborly character while achieving the economic growth needed to maintain a high quality of life for its growing populace. The city has a mix of housing types to span all demographics and through careful land-use planning, grows in sensible and intentional patterns around established nodes of commercial activity. West Richland's economy is significantly more diverse than in the past, and includes a range of light-industrial and commercial development that is well-matched to the community's character, as well as the natural resources of the surrounding area. People come to, rather than pass by, West Richland for leisure, recreation, and employment. This prosperous economy provides the tax base needed to deliver city services which preserve and enhance the qualities that have always drawn residents to West Richland including safety, excellent schools, low cost of living and an efficient transportation infrastructure. This transportation system necessarily provides for efficient vehicular travel, but also provides a network of multi-use pathways that leverages the city's significant natural beauty, connects

new parks and open spaces, fosters active lifestyles and promotes tightly knit neighborhoods. In 2037, the City of West Richland is a flourishing community where residents at all stages of life are proud to live, work and play.

Planning Framework

The State of Washington Growth Management Act (GMA) provides a framework for managing growth and development throughout the state. Benton County chose to opt into Growth Management in 1990, with agreement from the cities, and therefore West Richland is subject to all GMA requirements. The GMA instructs cities to identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance, that are classified as natural resources lands, or which are environmentally sensitive (known as critical areas). Cities are required to accommodate development in urban areas, at urban densities, where adequate public facilities and services exist or can be provided efficiently.

This plan includes the following eight elements: Land Use, Economic Development, Environment, Housing, Parks and Recreation, Transportation and Circulation, Utilities, and Capital Facilities. In addition, the city's Shoreline Master Program is included, under Appendix 5.

The City of West Richland has also prepared this plan to be compatible with the Benton County County-Wide Planning Policies (Benton County Resolution No. 2017-127). The County-Wide Planning Policies serve as guidelines and principles used by all cities within Benton County to ensure regional coordination and smart growth, and to avoid inconsistencies or incompatible strategies, particularly with regard to transportation networks, public services, and provisions for affordable housing. Appendix 6 provides the County-Wide Planning Policies.

Additional GMA features and tenets, such as concurrency, GMA goals, property rights, permit processing, and so forth, are addressed throughout this Plan.

Implementation of the Comprehensive Plan

The Comprehensive Plan is implemented in a number of ways. The zoning code is the primary way that the Comprehensive Plan is carried out, by establishing regulations that direct land use, design and physical development requirements that must be adhered to in order to carry out the policies of the Comprehensive Plan. Infrastructure development and investments (such as extension of the water system) are also guided by the principles and policies established by the Comprehensive Plan. City programs and initiatives such as parkland development, recreation programs, or items related to community social or cultural needs are also guided by the comprehensive plan.

The Comprehensive Plan in Context

This Plan contains broad and specific statements related to the community’s expressed vision for the future. The Plan also includes policies that will guide the physical development of the city, which may also drive aspects related to the city’s character and the social and economic features of the community. This plan is the centerpiece of all planning conducted by the City of West Richland, and all development regulations (zoning, subdivision, and other controls) must be consistent with this plan.

Many consider Comprehensive Plans to be “living” documents. This means that while the Plan must be written and prepared according to strict compliance with law and adherence to the values of the community, the Plan must also be adaptable for change in conditions or policy directions. Economic forces, new technologies, or unforeseen future events could provide challenges or opportunities for the city, and the Comprehensive Plan can be revised or amended to address those factors. Accordingly, updates to the Comprehensive Plan are allowed under an annual docketing process, outlined in West Richland Municipal Code (WRMC), but the GMA specifies that only one amendment may be allowed per year, except under specific emergency situations. Future amendments to this plan will be annotated and recorded in Appendix 9.

Citizen Participation

Public involvement served as an essential and central part of the process in this plan update. This plan’s update adhered to a public participation plan that the City Council adopted prior to the launch of the project. The city involved citizens in several ways throughout the update process, including public workshop meetings, surveys, and via public hearings. In the years since the city began planning within the context of the GMA, the city has documented the public involvement, outreach, and engagement measures employed by the city; these efforts and results are included in Appendix 7.

Document Format and Organization

This plan is organized into several elements as required by the GMA. Each element contains an assessment of the current conditions related to the element and then includes goals, policies, and strategies that provide direction and substance of the community’s future development. These elements are directed at enhancing the community’s livability, as well as meeting concerns and desires as expressed by City residents. Each of the elements, and any additional plans adopted into the city’s Comprehensive Plan, must be internally consistent with one another.

The Elements include:

- Land Use
- Economic Development
- Transportation
- Utilities

- Environment
- Housing
- Parks and Recreation
- Capital Facilities
- Shoreline Master Program

In this Plan, **Goals** provide aspirational, overarching objectives for the community to achieve. The goals serve as the “big ideas” for the city. **Policies** describe guidelines, procedures or programs that the city (or other agencies or groups) can use to structure or influence change. Finally, **strategies** are specific, actionable items that may be scheduled for near, far, or ongoing intervals of time to implement the policies. Goals, policies and objectives in various sections are written so that they will not conflict with each other, and in many cases are intended to complement one another.

This Comprehensive Plan includes a Land Use Map and other maps necessary to provide information and clarification for the plan’s text. The maps contained within this document, though as accurate as possible given the size limitations of the document, are merely representations and the official maps are available for more accurate review at City Hall.

The following plans and documents are incorporated as components of this Comprehensive Plan, via reference:

- ADA Parks Assessment and Transition Plan (2013)
- West Richland ADA Title II (Transportation) Self-Evaluation and Transition Plan (2013)
- Economic Development Strategic Plan (2008; amended in 2013)
- Shoreline Master Program (2016)
- Water System Plan Update (2016)
- West Richland Capitals Facilities Plan (2017, and as amended)
- West Richland Parks and Recreation Master Plan Update (2012)

In addition, several appendices round out the information presented in this plan, providing important context and recording details about the city.

Introduction to the City of West Richland

West Richland is a vibrant city in the southeastern portion of Washington State known as the Mid-Columbia Valley, or the “Tri-Cities.” The city’s estimated 2017 population was 14,660. It has a picturesque natural setting within the arid region known as the Mid-Columbia.

West Richland at a Glance

WEST RICHLAND PROFILE – 2017

Population:	14,660
Area in Square Miles:	22
Miles of Paved Streets:	78.5
Acres of Park Land:	72.2
Number of Parks:	16
Miles of Pathways:	6.2
Number of Schools:	5
Number of Housing Units:	5,413
Number of churches/ places of worship:	9
Distance from incorporation limits to the Red Mountain AVA	Less than one mile
Top Employers:	Richland School District City of West Richland MetalFab, Inc. Benton REA Gesa Credit Union Vinmotion Wine Yoke’s Fresh Market US Post Office Kadlec Clinic

Location

West Richland is located in the Columbia Basin Region of Eastern Washington and within Benton County. The surrounding urban area is commonly known as the “Tri-Cities,” named for West Richland’s neighbors: Kennewick, Pasco and Richland. The primary entrances to the city are from Richland (to the east) via the West Van Giesen Bridge over the Yakima River, from the south along Dallas Road, via Kennedy or Keene from the Queensgate commercial district of Richland, and from the west via SR-224 / West Van Giesen, for travelers arriving via Benton City or the from the Red Mountain AVA area.

West Richland’s Community Character

West Richland is a growing, friendly community with a bright and vibrant future.

The sun-drenched city is celebrated for its “small town feel” and sense of safety and security with broad open spaces. There is a quiet atmosphere and the city is known for its perceived relaxed and welcoming style. The rural, farming traditions of the region contribute to the image and feel of the city. The city contains many churches, a mosque, and other places of worship, and several gathering places such as the library and the West Richland Senior Center provide places where groups and congregations gather.

West Richland residents enjoy outdoor recreation year-round, thanks to the frequently pleasant weather conditions. Media outlets and online information sources regularly recognize the city, and the Tri-Cities metropolitan area as a whole, for being a “best place” to raise a family. New residents commonly mention the family – friendly community as being a strong draw to the area.

History

Prior to modern settlement, the native people lived in the lands of and around West Richland. West Richland was originally known for farming, and was incorporated on June 17, 1955.

Historic Buildings and Cultural Resources

The City of West Richland does not have an abundance of historical resources and there are no registered historic properties or districts within the city.

While it is difficult to know where every cultural resource site exists, the Washington State Office of Archaeology and Historic Preservation keeps records of previous investigations in the region. 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.

What’s in a Name?

While few older buildings exist within the city, several features in the city have been named based on historical events and features:

- **Tapteal Elementary School** was named using the Native American name of “Tapteal” for the Yakima River.
- The “**Yellowstone Trail**,” the first transcontinental automobile highway in the United States, was established in 1912 and stretched from Albany, New York to Seattle, and ran right along Van Giesen (crossing the Yakima River at the old Fallon Bridge) in West Richland. A West Richland park has been named for this historical aspect.
- **Bombing Range Road** is so named because it was built in the 1940’s to provide access to a Navy bombing range. The bomb target site is noted on USGS topographic maps near Mt. Adams View drive.

- **Enterprise Middle School** is named for one of the former names of West Richland. In February 1949, the city name of “Enterprise” was established by a vote of the local citizens. The city had formerly been known as Heminger City, for Carl & Vera Heminger who owned 80 acres and planned to build a “model city.” Following the name change, the Hemingers relocated and established “Heminger City” at a different, nearby location.
 - The communities of Enterprise and Heminger City were combined and named “**West Richland**” following a vote of incorporation in 1953. This name was chosen because of the recognition that the nearby Town Richland had, due to its role in World War II. The Town of Richland, at that time, was still a federally-controlled government town due to its role in the Manhattan Project.
-

Demographics

West Richland, and the entire Tri-Cities Metropolitan region, is growing at a rapid pace. The cost of living compares favorably to nationwide averages, attracting residents. Local industry growth and diversification is also fueling population increases on a regional basis.

Population Trends and Growth

In the span of twelve years, West Richland experienced over a 50 percent increase in residential population, growing from 8,699 in 2001 to 13,080 in 2013. Benton County has allocated the region-wide forecasted growth, as expected by the State’s Office of Financial Management, to show that the city will reach a population of over 22,409 by 2037.

As identified by the State of Washington Growth Management Act (GMA), cities are required to support, and plan for, urban growth and reduce sprawl. In order for the city to accommodate its share of regional growth, it must foster responsible stewardship of land, resources, and public infrastructure.

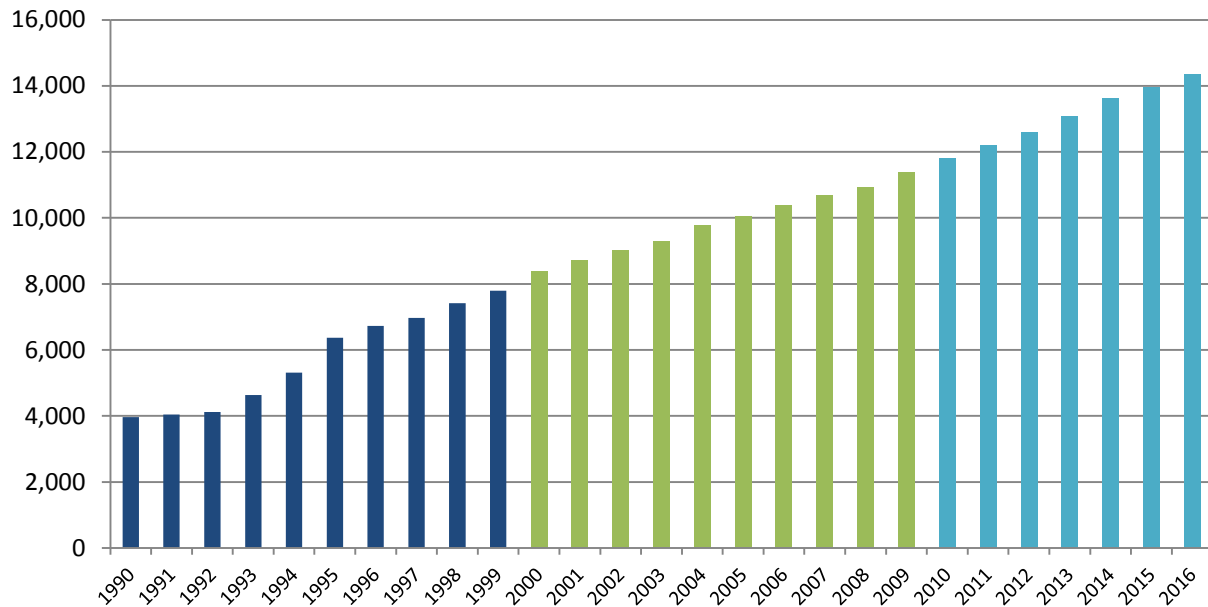
Table I-1 shows the population growth of West Richland over the past five decades, since incorporation in 1955. Some of the population growth was due to annexation.

Table I-1: West Richland Population Growth by Decade

Year	1960	1970	1980	1990	2000	2010
Population	1,347	1,143	2,938	3,962	8,385	11,811
Percentage of change over the previous decade	N/A	-15%	+157%	+34%	+112%	+40%

Source: OFM Decennial Census Counts of Population

Since 1990, the city has experienced a consistent pattern of growth, according to the State of Washington Office of Financial Management (OFM) data and estimates. See Figure I-2 for the population growth between 1990 and 2016.



Source: OFM; 1990, 2000 and 2010 are actual population counts, years in between are OFM total population intercensal estimates; populations counts or estimates are for April 1st of each year

Figure I-2: West Richland Population Growth 1990-2016

In 2016, the City of West Richland ranked 66th as the largest incorporated municipality by population size in Washington State; there are over 250 incorporated municipalities statewide.

Education Levels

West Richland residents have a higher percentage of educational completion than both Washington and U.S. residents. Table I-2 shows the percentages of persons aged 25 years or more who have graduated high school and who have attained a Bachelor’s degree or higher:

Table I-2: West Richland Resident Education Levels

	High school graduate or higher	Bachelor's degree or higher
West Richland	93.5%	32.5%
Washington State	90.2%	32.3%
United States	86.3%	29.3%

Source: United States Census Quick Facts (2010-2014 data)

Table I-3 shows total and per capita personal income in Benton County from 2008 through 2014.

Table I-3: Benton County Total and Per Capita Income

Year	Total Personal Income	Per Capita Income
2008	\$6,184,401	\$37,127
2009	\$6,455,664	\$37,726
2010	\$6,893,609	\$39,067
2011	\$7,352,394	\$40,739
2012	\$7,414,775	\$40,652
2013	\$7,385,308	\$40,039
2014	\$7,637,683	\$40,956

Source: US Dept. of Commerce, Bureau of Economic Analysis. Estimates for 2010-2014 reflect county population estimates available as of March 2015. All dollar estimates are in current dollars (not adjusted for inflation).

Table I-4 shows median household income changes in Benton County and Washington State for years 2009 through 2015 as provided by the Washington State Office of Financial Management. Figures for 2014 are preliminary, and figures for 2015 are projected.

Table I-4: Median Household Income, Benton County and Washington State

Year	Benton County	Washington State
2009	\$58,496	\$55,458
2010	\$60,070	\$54,888
2011	\$60,608	\$55,500
2012	\$62,739	\$56,444
2013	\$63,710	\$57,284
2014	\$63,157	\$60,153
2015	\$63,372	\$62,108
2016	TBD	TBD

Source: Washington OFM Median Household Income Estimates

Estimated Population 20-year Forecast

For the purposes of planning under Growth Management, the OFM determines the percentage increase in population for each county over the preceding ten-year period, as of April 1st, and creates population projections for each county on a five-year cycle. The last OFM estimate was prepared in 2012 and forecasts population for Benton County, as well as the other counties state-wide. The estimates provide three trends, comprised of a high, medium and low series of numbers, to reflect a range of possibilities. For the purposes of planning, communities within Benton County presume the “high series” estimates will occur.

Benton County works with cities within the county to determine the population allocation share to be distributed to the different jurisdictions, to use for their individual Comprehensive Planning efforts. Over the years, the population allocation has fluctuated. West Richland was originally given a four percent share in the 1997 UGA allocation process, and the county increased the allocation to six percent in 2002, seven percent in 2007, and changed back to six percent in the 2009 UGA process. Following the release of the OFM 2012 projections, the City of West Richland received a six percent share of the county-wide population projection allocation.

However, during meetings Benton County and West Richland planning staffs, it was determined that there was a need to further analyze the allocation. It was found that Benton County’s actual population share had decreased over time due primarily to the reduction of densities within the County for rural growth (largely five & twenty acre minimum lot sizes) and city annexation of County land (which resulted in the transfer of populations from unincorporated areas to incorporated cities). In West Richland, population increases have been due to migration and not from annexation. Following their review, the County reduced its allocation and redistributed the percentage of the County’s allotted allocation to West Richland in an effort to more accurately reflect current growth trends. West Richland was assigned an eight percent population allocation in 2013, to provide West Richland with its appropriate share of the County’s future population growth.

The City of West Richland uses the “high series” population projection for Benton County and accounts for eight percent of the total forecasted population to live in West Richland. Figure I-3 shows the projected population growth between 2017 and 2037, as allocated, comprising the 20-year planning period. By 2020, the city’s population is expected to reach 17,724 residents, growing to 20,486 residents by 2030, and totaling 22,409 residents by the year 2037.

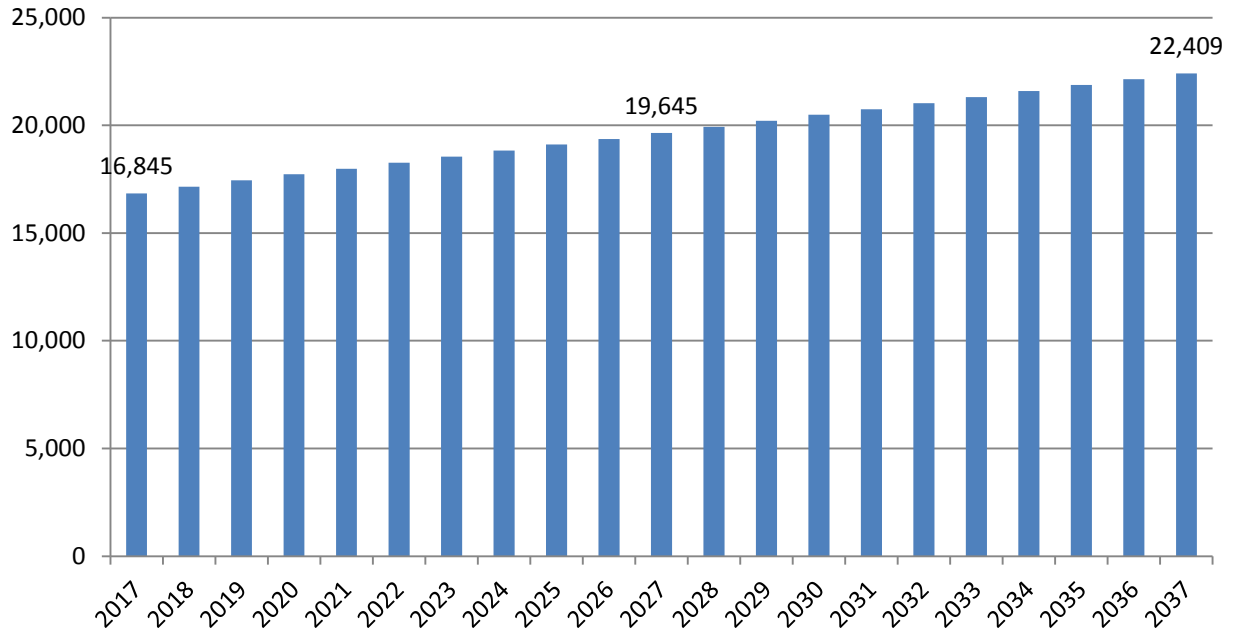


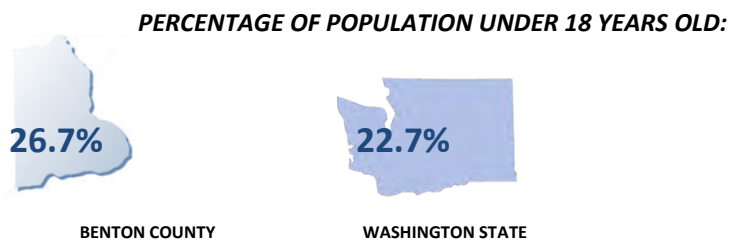
Figure I-3: Projected West Richland Population Growth 2017-2037

Based on an average household size of 2.85 persons per household, the number of households in 2037 will be 7,862 if household sizes remain consistent.

The city of West Richland must plan for 8,069 new residents and 2,831 new households for new growth expected between 2016 and 2037.

From 2010-2014 Benton County’s population grew by 6.5 percent, which was faster growth than that of Washington State at 5.0 percent

Benton County has a younger population as compared to Washington as a whole:



Employment Trends

The city has traditionally served as a “bedroom community” to the Tri-Cities, with fewer job opportunities and less commercial and industrial activity as compared to other cities with comparable populations. West Richland is also extremely unique for the fact that over half of all the lands within the city limits are farmland.

Additional employment trends are discussed in the Economic Development element.

Agricultural Areas

Approximately 63 percent of the total lands in the incorporated areas of West Richland were in agricultural production in 2016. The typical crops in West Richland include wine grapes, alfalfa, potatoes, timothy hay, and non-citrus fruits (apples, cherries, etc.). There are no dryland crops or livestock farms in the city. When the GMA was passed, communities and regions were required to identify agricultural lands of long-term commercial significance; none of the agricultural lands within the city were classified as such.

Farmed areas in the City of West Richland include:

- **Lewis & Clark Ranch:** The largest area of farmed land in West Richland is known as the “Lewis and Clark Ranch.” The “Lewis and Clark Ranch” includes over 7,800 acres of farmland located north of Ruppert Road.

The City of West Richland annexed the Lewis and Clark Ranch in 1983, prior to the Growth Management Act, and therefore there was no requirement for a Capital Facilities Plan or for any analysis to show the land was needed to meet future projected growth.

Over the years, plans and proposals for development and use on the ranch have varied. In 2008, previous city leaders and former land owners unveiled plans for a master-planned “world class” community on the site which would have included equestrian ranches, an airport, a resort, wineries and other destinations. Over the years, several preliminary plats were approved on the site, but construction did not occur. In December 2011, a new owner acquired the farmlands.

The city was motivated for a time to explore the notion of removing portions of the ranch from the city’s boundaries, based on the perception that farming and agricultural uses, not urban uses, were the long-term future of the land. The city considered the options of de-annexation, transfer of development rights, and conservation easements for the property.

Pursuant to discussions with the ranch's landowner, the city has now determined it will not pursue efforts to remove the Lewis & Clark Ranch from the city's boundaries. Instead, the city intends to work with the current landowner (or any subsequent owner) to include parts of the ranch in areas planned for development, where extension of city infrastructure is logical, prudent, and financially feasible.

- **Alexander Family Farm:** The Alexander Family Farm (also known as the 7HA Farm or Ranch) is located generally north and south of Keene Road, in the southwest portion of the city. As of December 2016, the family owned a total of approximately 520 acres of land in the city, to include non-farmed dry lands and irrigated acreage in active agricultural production. Over the past decade, the family has been reducing their land holdings and selling large chunks of land for subdivisions and to the Richland School District for development.
- **State DNR Land:** The Washington State Department of Natural Resources (DNR) owns 348 acres which are farmed in a long-term lease located near Ruppert Road. The land has multiple zoning designations and is held in State Trust by the State of Washington to benefit public schools. Currently, the DNR leases this site with long-term leases to generate income as required by law and no changes are anticipated in the near term.
- **Red Mountain Center:** The Red Mountain Center lies directly south of the Lewis & Clark Ranch and includes approximately 282 acres which are used for agricultural uses.

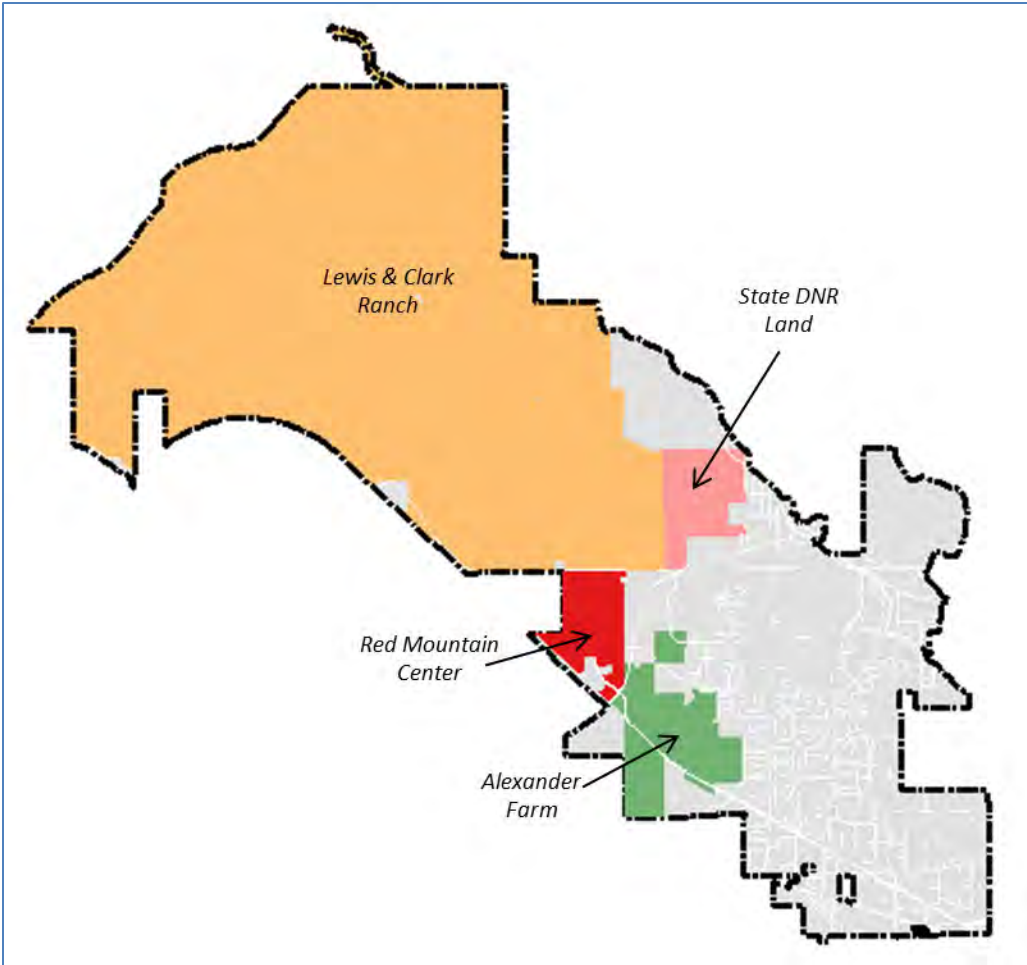


Figure I-4: West Richland Agriculture Areas

Government Lands

West Richland is a community that reflects many typical patterns of the settlement of some communities found in the Western United States, and includes land originally reserved or used for government purposes. This section provides a summary of government owned and controlled land in the city.

BLM Land

The United States Bureau of Land Management (BLM) currently owns numerous parcels of land, all within Willamette Heights Section 6 and Section 8. BLM ownership totals 127 acres of land, which are mostly non-contiguous, and scattered throughout Section 6 and 8 of Willamette Heights. Lots owned by BLM are shown in blue on the map in Figure I-5.

These parcels are all undeveloped. The city should focus on opportunities to foster development of these undeveloped parcels to promote infill housing development, reduce sprawl, and increase the city's property tax base.

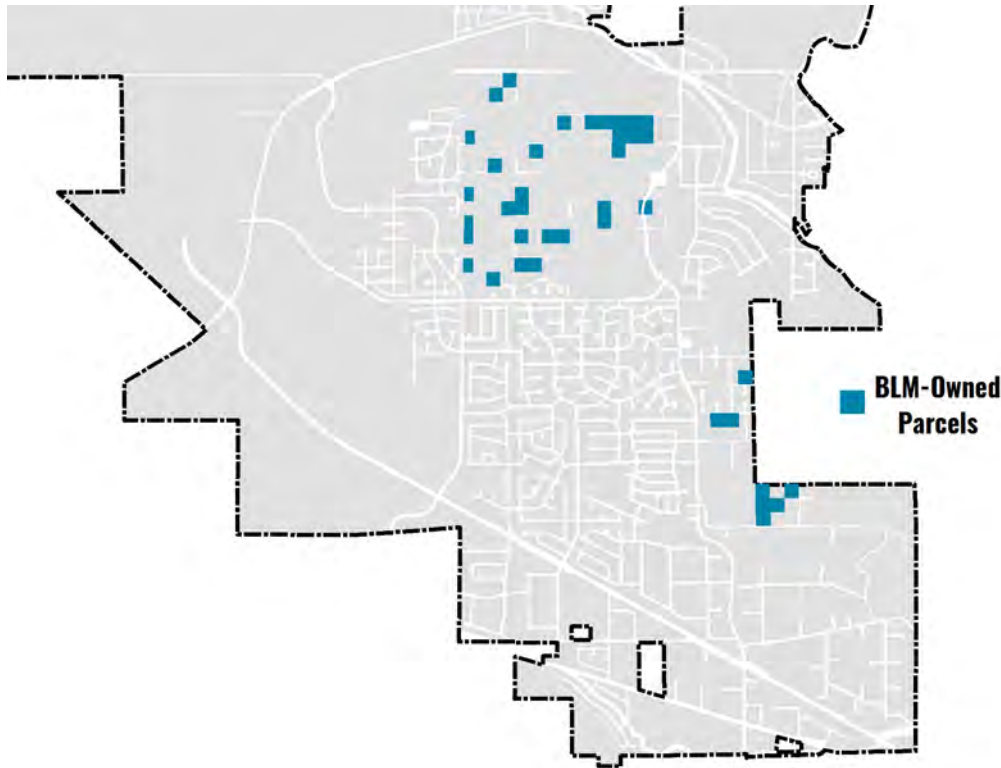


Figure I-5: BLM Properties in West Richland

The BLM historically retained several other pieces of land in the city ^[NS1]:

- **Enterprise Middle School Site:** In 2004, the Richland School District acquired a lease, with the option to purchase, roughly 40 acres, located on Paradise Way, and built the middle school on the site in 2005. In 2012, the school district recorded the patent certificate at the County assessor's office, taking official possession of the site (while requirements and use limitations remain in place). While most of the site is developed, a 5.3-acre area in the northwest corner of the parcel was left undeveloped to provide ground squirrel and burrowing owl habitat.
- **The Belmont Business District Property:** In 1983, the city acquired use of approximately 40 acres (now known as the Belmont Business District) from the BLM. The city subsequently purchased the land from the BLM and has subdivided the land into several parcels. Some of the parcels at the Belmont

Business District will be retained by the city for government use, while other parcels will be sold or leased for business use, to foster economic development.

DNR Land

The Washington State Department of Natural Resources (DNR) owns and controls some scattered parcels, for a total of approximately 10 acres of land in addition to the 348 acres of land farmed in a long-term lease (which is also the location of the Fire District’s north station land lease), as listed above.

City-Owned Properties

The City of West Richland has extensive land holdings, several buildings, and municipal facilities within the city, as well as in some locations just outside of the incorporation limits.

These properties are itemized in the Parks and Recreation, Transportation, Capital Facilities, and Utilities Elements. In addition to customary facilities such as water reservoirs, wells, and city right-of-way, which are used for delivering services, the city also owns (as of 2017) a few parcels of undeveloped land and an Industrial Wastewater Treatment Plant, which are rather unique municipal assets.

Port-Owned Properties

The City of West Richland is located within the Port of Kennewick’s district. The Port of Kennewick’s mission is to provide and support economic growth opportunities that create jobs or improve the local quality of life. Accordingly, the Port may acquire, sell, lease, and develop real estate.

The Table I-5 shows properties owned by the Port of Kennewick within the City:

Table I-5: Inventory of Port-Owned Properties (2016)

Location	Site and Description
8021 Keene Rd	1 acre of vacant industrial land
8031 Keene Rd	1 acre of vacant industrial land
8111 Keene Rd	12 Acres of industrial land (land leased to Red Mountain Wine Estates and Pacific Rim Winemakers winery facilities)
Former Tri-City Raceway	Approx. 92-acre former industrial site planned for redevelopment

Canals

Two irrigation districts operate within West Richland: Columbia Irrigation District and Kennewick Irrigation District (serving portions of the city south of Keene Road). These quasi-

municipal corporations maintain canals, including the McWhorter Canal and the Columbia Canal, which run through the city and deliver pressurized irrigation water to properties within their respective districts. Columbia Irrigation District sources water from the Yakima River at the Horn Rapids diversion dam and the Kennewick Irrigation District diverts water from the Yakima River, at the Prosser Dam.

Architectural Design

The architectural design of West Richland homes and multi-family structures is diverse in style. As for civic, commercial, and industrial buildings, the city has a built environment that is entirely market-driven, due to the lack of design standards or restrictions imposed by city regulations. The architectural style found in most commercial and civic buildings through the city can be considered simple, straightforward, and pleasing.

Exposed timber framing (actual or decorative), use of bricks / stone, desert colors and use of stucco are some common themes found throughout the city. Many buildings are also sided with metal.

While the majority of the city has a pleasing architectural design, there are some areas that are due for redevelopment. As stated above, the architectural design throughout the city has been driven by the market and while most areas have had a good level of investment and upkeep, other areas need to be refurbished and improved. The Van Giesen corridor is a prime example of an area of the city that needs a face-lift in several locations, as surveys and community input have revealed that this area of the city has a profound negative affect on the look and feel of the community as a whole.

LAND USE ELEMENT

Purpose

This element guides future land use in West Richland. The primary purpose of the land use element is to plan for the desired land use pattern of the city and establish goals and a policy framework for West Richland that future land use decisions will be based upon. Additionally, this chapter lays out a plan to help the city attain its vision for what the city will be like in the year 2037, twenty years into the future. This element applies to all public and private property within the City's incorporation limits, and also to property within the Urban Growth Area (UGA).

This element is written with the intent to be harmonious with the policies set forth in Benton County's Countywide Planning Policies, which is intended to serve as a framework for this Comprehensive Plan.

Under the Growth Management Act (GMA), cities have an obligation to plan for local and regional growth, and to coordinate with other local and regional government entities. Likewise, cities also have the ability to plan for their own future and to determine how to balance local goals and objectives related to growth, and must maintain a comprehensive plan and zoning map to express and support these goals.

The Land Use element is central to the Comprehensive Plan as a whole, and the other sections are inextricably related and linked - particularly Transportation and Housing. The GMA requires the other sections of the Comprehensive Plan to be consistent with this element.

Land Use Inventory

West Richland has historically been a bedroom community and residential uses within the community continue to expand at a rapid rate. Commercial growth has been the greatest in recent years and is also expected to continue its rate of growth.

Actual land uses and activities do not always match with the city's Land Use Map, as the Land Use Map is a forward-focused policy document. Table LU-1 shows the distribution of actual land uses and activities in the city as of 2016, according to Benton County tax records.

It is important to note that the data included in Table LU-1 does not reflect the assignment of land use or zoning classifications by the city; instead, the figures represent a different classification system related to property assessment for taxation.

Table LU-1 reveals that there is somewhat of a balance between residential uses and municipal/civic uses and schools. However, the distributions shown in the table also support the common notion that the city is under-served with commercial and light industrial uses to support the residential population adequately.

Table LU-1: Distribution of Land Use of Parcels (2016)

Land Use Tax Classification	Acres	Percent of Total
Parks and Recreation	95	<1%
Agriculture	8,952	63%
Residential		
<i>Developed Single-Family Residential</i>	3,368	24%
<i>Developed Multi-Family Residential</i>	53	<1%
<i>Undeveloped Residential</i>	1,095	8%
Commercial ¹		
<i>Developed Commercial</i>	350	2%
<i>Undeveloped commercial</i>	124	<1%
Industrial		
<i>Industrial</i>	20	<1%
<i>Undeveloped industrial</i>	51	<1%
Church / Religious	20	<1%
Municipal / Civic	23	<1%
Schools (including daycare)	113	<1%
Hotel / Lodging	0	N/A
Other / Utilities	23	N/A
Right of Way (<i>Streets, sidewalks, canals, etc.</i>)	Not available	N/A

(Data Source: Benton County Parcel Data, 2016. Note: this is aggregate data and does not account for multiple uses on a site, and may not accurately depict areas that are in transition or have recently changed.)

Future community members will need places to live, work, and shop. Because the city is expecting an average of six residential units per acre of land, over 500 net acres of land² will need to be developed within the city by the year 2037 in order to house, employ, and provide shopping and other needed services.

A. Urban Growth Area

Urban Growth Areas (UGAs) are established as areas in which cities may expand and provide future urban services, through the process of annexation. The typical and intended model in Washington State is for cities to be “urban” in nature, with compact and efficient development densities served with urban services within incorporated boundaries; urban growth areas are

¹ Includes retail, warehouses, office, golf course, RV park

² Net acreage does not include land necessary for roads, utilities easements, parks, stormwater facilities, etc.

outlying areas that a city may expand into in the future. The State of Washington has Growth Management policies in place (*Chapter 36.70A RCW – Growth Management*) which were first established in 1990 through the Growth Management Act (GMA).

The GMA was designed to prevent uncoordinated and unplanned growth. Through growth management, cities and regions are required to plan for their futures in a formal, organized fashion, establishing goals for environmental conservation and stewardship, sustainable economic development, and to maintain health, safety, welfare and a high standard of living for residents.

West Richland’s Size

The city of West Richland has official “incorporation” limits that total 22.26 square miles, or 14,250 acres. In addition, there are another 67 acres that are included within the city’s Urban Growth Area (UGA) boundary, which could potentially be annexed in the future.

The city of West Richland is unique in that the physical size of the city limits greatly exceeds that which is necessary to support the population as about half of the city, by size, is currently used for agricultural production and does not include urban services.

While the city has an unusually large land size for its population, the size of the city was established long before the Growth Management Act became effective and therefore poses a unique planning challenge for the city. (See Appendix 4: Annexation History).

In 2014, the city was able to justify and obtain approval for an expansion of approximately 94 acres to the urban growth boundary, to include the former Tri-Cities raceway property in the city’s UGA. The property is owned by the Port of Kennewick, and the Port has plans to redevelop the site as a wine industry development cluster. Several factors that contributed to the approval and support for the expansion included: (1) the land was zoned Light Industrial by Benton County and had been previously developed, (2) a high level of nitrates in the groundwater prevented the use of well-water for future redevelopment, with the provision of city water services being vital for public health and safety, and (3) the land was adjacent to the city boundaries and an extension of sewer and water services will not be extensive.

The City’s Development Footprint and Overall Densities

The developed area in the city is much smaller than the city’s incorporation limits. If a boundary around the areas of West Richland that have been developed were to be drawn, including undeveloped lots or tracks of land that lie in between developed areas, rights of way, canals, etc., the size of the area would be approximately 4,560 acres, or slightly less than one third of the total incorporated areas. The city’s development footprint is shown in Figure LU-1.

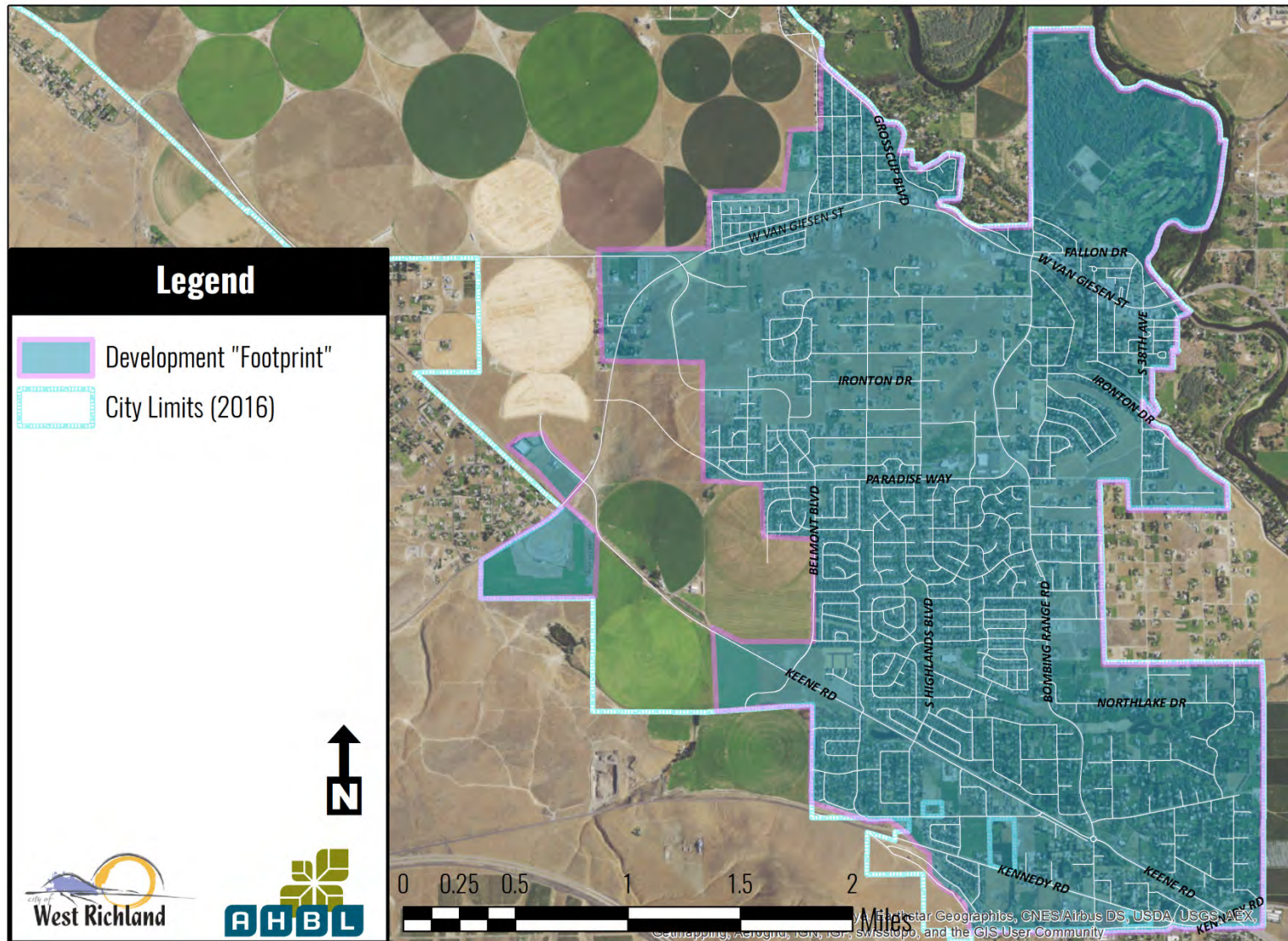


Figure LU-1: West Richland Development Footprint (2016)

Review of Urban Densities

Prior to the advent of the GMA, the city did not aim to develop at specific densities. Rather, development densities were controlled and constrained by market forces and demands, and the availability of infrastructure improvements including the road network, sewer, and water services. As a result, there are many platted subdivisions where lots measure one acre or more in size (i.e., Canal Heights, The Lakes, and Mountain View).

Over the years, the city has experienced a gradual increase in overall development density, as newly platted (subdivided) areas and neighborhoods are designed at higher densities compared to previous developments in the city. This trend is expected to continue. Building neighborhoods at higher densities achieves many objectives, including reducing sprawl, fostering increases in physical activity (which occurs when residents can walk to destinations and local services), and increasing efficiencies in the provision of services such as school bus routes, sewer, water, and so forth.

Previous Land Division under the Federal Small Tracts Act

The City of West Richland contains two areas that the Federal Government's General Land Office (which later became part of the BLM) divided and surveyed under the Small Tracts Act (STA) of June 1, 1938 (later repealed in 1976). This is sometimes referred to as the *Baby Homestead Act* due to the small parcel sizes that were created.

These areas are commonly referred to as "Willamette Heights Section 6" and "Willamette Heights Section 8" and consist primarily of 2.5-acre lots. All of Section 6 is within the city, and about half of Section 8 is within the city limits, with the remainder located in unincorporated Benton County.

Under the Small Tracts Act, the federal government created parcels (primarily sized 2.5 acres) that were later granted to claimants. Subsequently, claims were filed in the 1950's - 1960's when individuals took ownership of the parcels. Furthermore, most of the lots contain rights-of-way that extend along one or more of the boundaries that are typically 33 feet wide. These rights-of-way are federal patent reservations (also known as Government Land Office Easement, or "GLO Easements"). By establishing patent reservations, the United States reserved unto itself rights for "*use by any federal, state, county, or municipal government or instrument thereof, or for use by any private or corporate entity, or individual, for roadway and utilities purposes in perpetuity.*" The City's planning department keeps records of the patent reservations on these properties.

Clearly, these lands were not subdivided in a typical fashion. Instead, the lots were created without road improvements or services. There was no consideration for different densities or zoning code. Essentially, the federal government acted as a developer in subdividing the lands, but did not make any improvements that cities typically require of developers before lands are recorded as legal lots, and made available for sale. Moreover, the patent reservations limit

development on substantial segments of land, and subsequently prevent high-density development from occurring on the lots.

Accordingly, the parcels in these locations are mostly quite large (2.5 acres) and most contain very low-density scale development. While some lots are currently served by city water and sewer, there are many parcels that utilize well water and septic systems. Some roads accessing these parcels are improved to city standards, but not all. While some platting activity has occurred to further divide some lots, severe limitations remain in how “infill development” or other more-intensive development can occur in the future with the easements/ patent reservations that limit development by reserving land for access. One question that remains unanswered is whether the federal government will ever lift the patent reservations on these STA lands. The city has engaged lawmakers to pursue this opportunity, but this issue remains unresolved.

The city recognizes that these patent reservations and the land divisions from the past restrain development capacity in these specific areas.



Figure LU-2: Sections Originally Platted Under the STA

Annexation and Expansion History

Appendix 4 contains information on annexations in the City of West Richland over time. Since 2000, the city has annexed approximately 190 acres of land, representing an expansion of only about one percent of the city's overall size by acreage. Figure LU-3 shows a map of annexed areas in West Richland.

Future Annexation Areas

There are 67 acres of land within the city's Urban Growth Area that could be annexed. The city will consider any future annexations that may be requested by property owners, but does not anticipate initiating any annexations without such a request. Based on current development patterns, any annexation within the UGA would result in a minimal population increase to the city's population. Any areas that are proposed to be annexed into the city should have a clear plan for capital investments and a plan for how the improvements will be paid for.

CITY OF WEST RICHLAND: Annexation Map

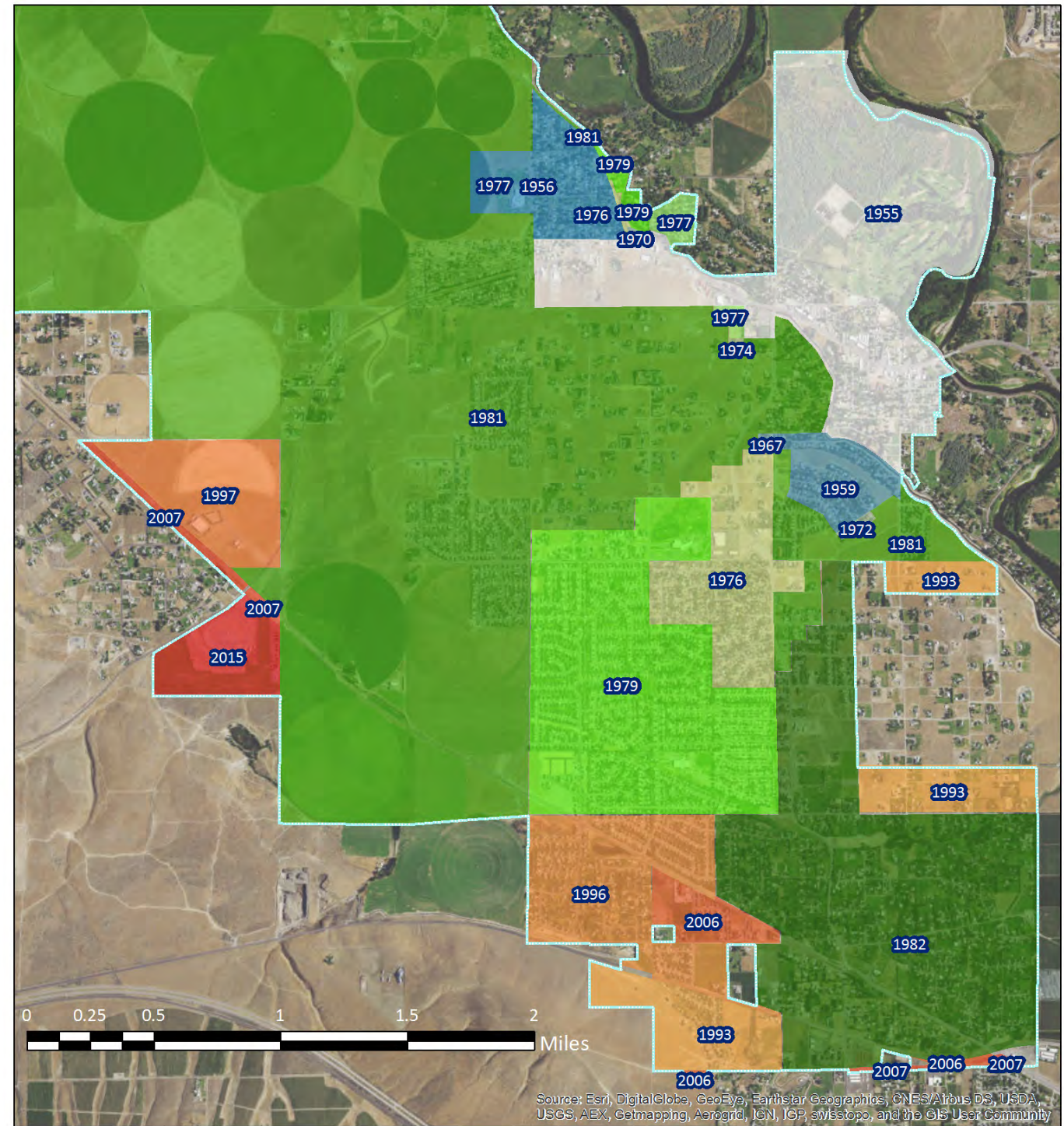
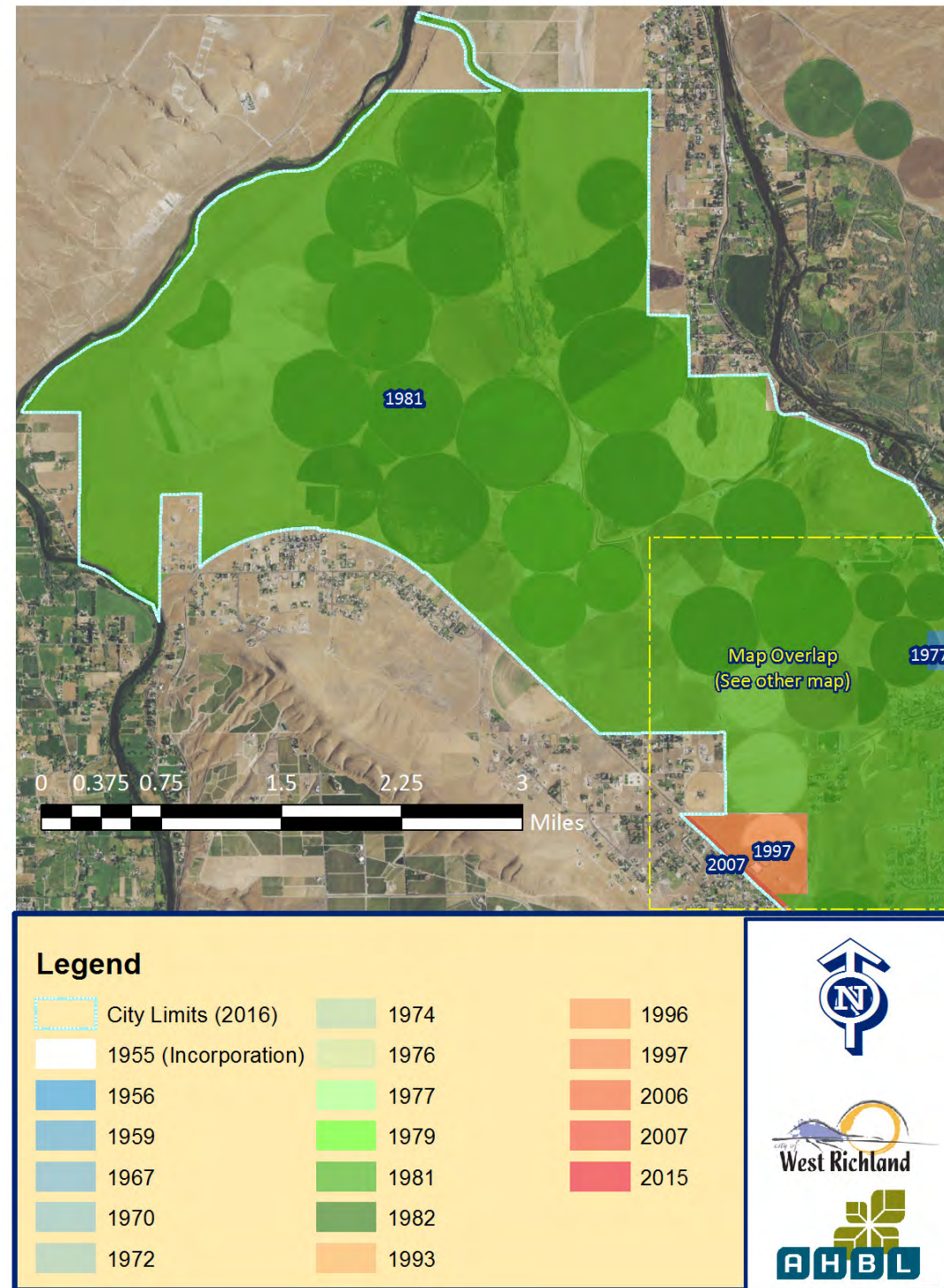


Figure LU-3: West Richland Annexation Map

B. Open Space and Open Space Corridors

West Richland is fortunate to have many open space locations throughout the city that provide opportunities for recreation, environmental stewardship, natural environment preservation and areas reserved from intensive development.

Open space in the West Richland UGA comprises over 8 percent of the incorporated area. These areas include natural areas, public facilities, and more formal developed parks and trails. Park and recreation facilities are discussed in detail in the Parks and Recreation and Capital Facilities Element chapters.

The natural open space system includes the Yakima River shoreline, greenways, and designated areas within residential developments. It also includes critical areas where development would be constrained such as floodplains, wetlands, geologic hazards, and erosion hazard areas.

Open space corridors are zones within and between developed areas, where the city has identified lands suitable and useful for recreation, wildlife habitat, trails, and connection of critical areas.

The largest area of open space in West Richland is “developed open space,” located at the West Richland Golf Course. The West Richland golf course (publicly accessible course, under private operation) is 139 acres and constitutes open space and recreational space, with some Yakima River views. The Golf Course, established in 1950, is an 18-hole par 70 course measuring 6,014 yards. There are two parcels of land that constitute the Golf Course, one is in private ownership and the other is owned by the City of West Richland and leased to the Golf Course operator. Several city parks provide additional developed open space, including the Bombing Range Sports Complex (25 acres) and Flat Top Park (10 acres).

While it may seem counter-intuitive, the overall percentage of Open Space in the city is expected to increase over time. This is because as development continues, additional lands should be reserved for Parks and Recreation space in addition to dedicated open space.

C. Neighborhoods

A majority of the homes in West Richland are located within platted subdivisions. Subdivision standards have changed over the years, so one can travel to different parts of the city and see different levels of amenities (such as street lighting, sidewalks, stormwater control, central mailboxes, etc.) from one neighborhood to the next. Subdivisions can also vary in their physical impressions and quality based on the developer’s level of investment, the size and organization of individual lots, general upkeep, and so forth. In addition, the city’s zoning code requires subdivisions to be developed with curbs, gutters, and sidewalks only when developed at specified densities.

The city will establish development standards and work with developers to ensure that neighborhoods are designed and constructed to meet the objectives in the Transportation and Circulation Element in order to allow walking and cycling to local services, siting schools and other public facilities within neighborhoods to improve walkability, and connect neighborhoods with nearby parks and trails.

Additional data and discussion about neighborhoods is included in the Housing Element.

D. Light Industrial and Business Districts

West Richland features six areas in the city that have space for commerce and/ or light industrial production, as shown in Figure LU-4. The areas include the Van Giesen Corridor, Paradise District, the Belmont District, the Kennedy District, the Yakima River Gateway District, and Red Mountain Center. Each of these areas or districts has land designated for commercial and/ or industrial uses, and are developed to various extents. These areas function as centers or nodes, each with a distinct and important function, and serve as focal points for various activities, such as shopping, business, or civic purposes.

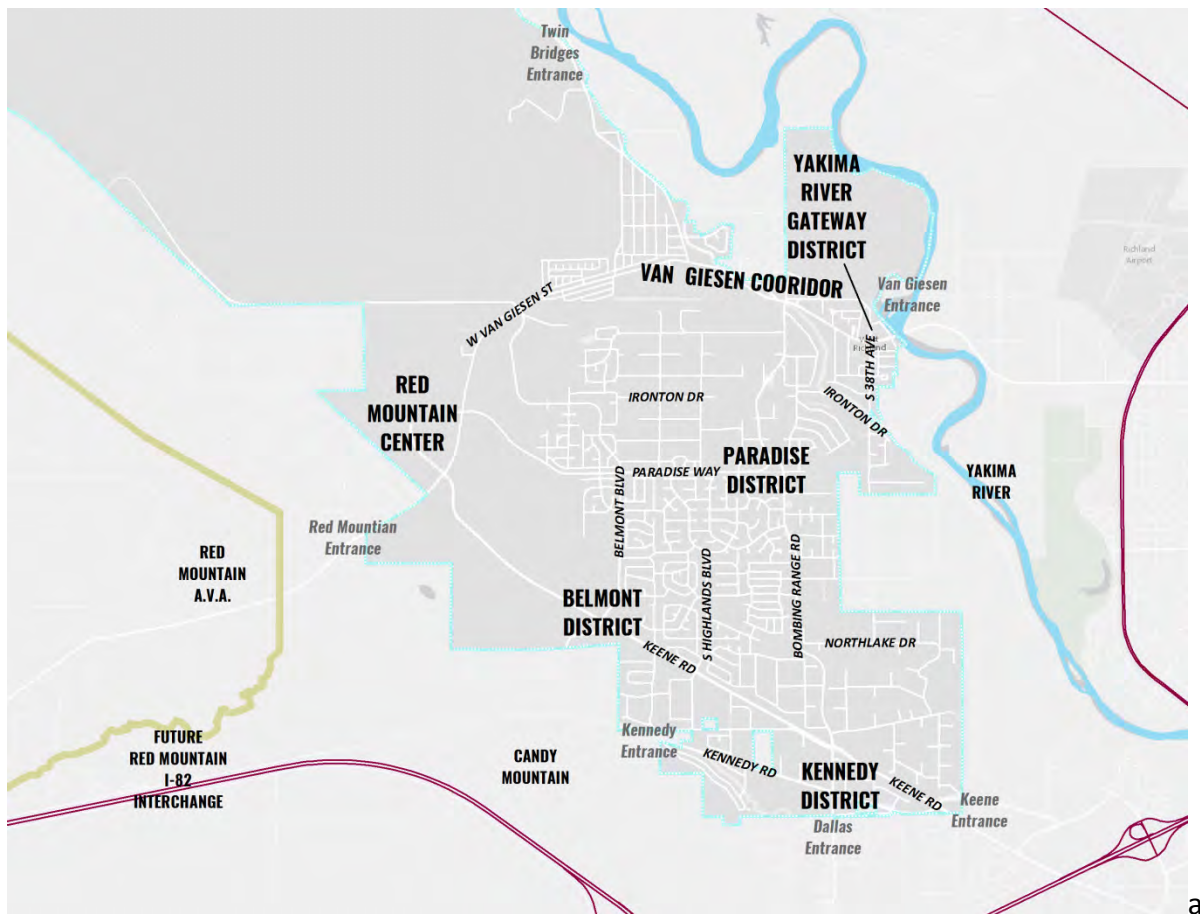


Figure LU-4: West Richland Commercial and Industrial Districts

E. Lands for Public Purposes

To ensure that adequate land is available, the GMA requires that the city identify lands for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater facilities, recreation, schools, and other public uses. West Richland approaches this obligation by:

- (1) Collaborating with the local school district, fire district, and the county planning department to site new facilities as needed; and
- (2) Identifying needs and plans for provisions in this document's Capital Facilities Element chapter.

F. Land Use Compatibility

Maintaining a high quality of life and retaining the character of West Richland is very important to local citizens. As the community has grown, the city has expanded its development code regulations to address increasingly complex land use compatibility issues. West Richland's policy is to use minimize adverse impacts on sensitive uses, such as residential uses. A *Euclidian* zoning approach is used which physically separates different uses. The city's zoning code specifically addresses impacts such as noise, light trespass, vibrations, glare, and traffic impacts in considering classifications of uses. In addition, the city uses height and bulk dimensional regulations to ensure that buildings are compatible with nearby structures. The city also uses and applies "performance standards" to require items such as landscape buffering, screening and other controls between different uses to minimize or mitigate adverse impacts.

Land Use Goals and Polices

A. Land Use Plan: Distribution and Map

The City’s official Land Use Map (Figure LU-5) establishes City policy regarding how land may be developed. The city’s development regulations (including the zoning map, zoning regulations, the city’s subdivision ordinance, and so forth) are used to carry out the policies expressed in this Comprehensive Plan (as adopted and later amended. In addition, certain land use decisions and planning determinations (including Conditional Use Permits and Rezoning) rely on the Comprehensive Plan to provide the foundation for those determinations made by the decision-making authority. Table LU-2 provides a summary of the distribution of the different categories as displayed on the map.

Table LU-2: Distribution of Land Designations under the Comprehensive Plan

Land Use Designation	Acreage	Percentage	Percentage Excluding U-Trans
Low Density Residential (LD-RES)	1,542	11.1%	19.8%
Medium Density Residential (MD-RES)	4,071	29.2%	52.3%
High Density Residential (HD-RES)	743	5.3%	9.6%
Low Intensity Commercial (L-COM)	213	1.5%	2.8%
High Intensity Commercial (H-COM)	1,106	8%	14.2%
Mixed Use (MU)	63	0.5%	0.8%
Industrial (IND)	42	0.3%	0.5%
Urban Transition (U-Trans)	6,139	44.1%	-
TOTAL:	13,919	100%	100%
<i>(Right of Way)</i>	<i>366</i>	<i>N/A</i>	
<i>(Area in River)</i>	<i>289</i>	<i>N/A</i>	

CITY OF WEST RICHLAND: Land Use Map - Comprehensive Plan - Adopted August 8, 2017 (ORD 14-17)

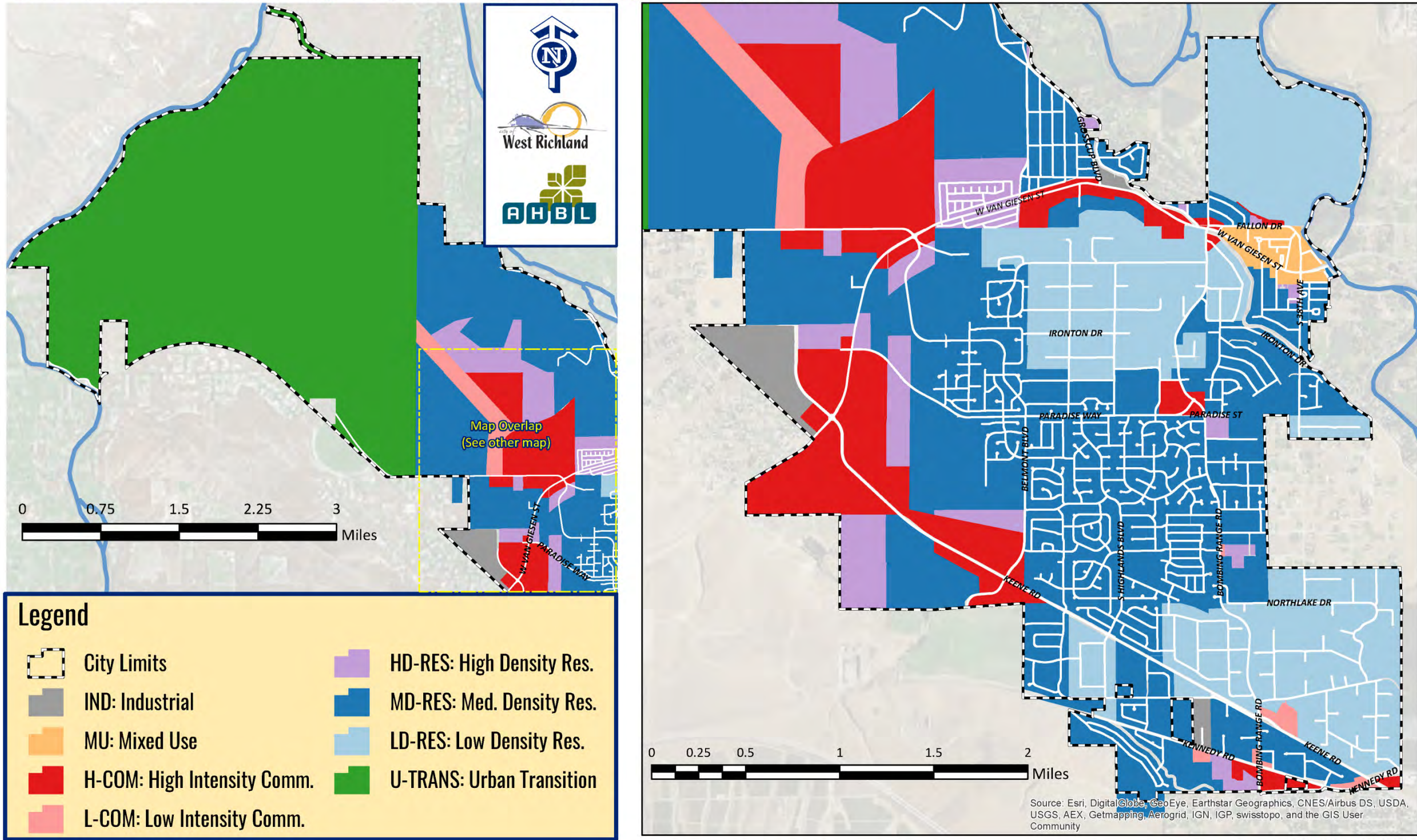


Figure LU-5: City of West Richland Land Use Map

Land Use Categories

The Land Use Map assigns the following eight land use classification categories to lands within the City's UGA:

Low Density Residential (LD-RES) – Single family residential development with a maximum unit density range of two dwelling units per acre. These areas typically lack urban sewer and water services. These areas were developed or platted prior to the GMA, and may be encumbered by federal land reservation patents.

Medium Density Residential (MD-RES) - Single or multi-family residential development with a maximum unit density range of nine dwelling units per acre.

High Density Residential (HD-RES) - Multi-family residential development with a unit density range of greater than nine dwelling units per acre.

Mixed Use (MU) - Includes a variety of retail, office and residential uses. Multi-family residential is preferred, and may include a variety of housing types such as apartments, townhouses, etc. New residential development should be high-density and office and commercial development should be intensive in nature, to create a vibrant district and increase employment opportunities. These areas should represent locations in the city where revitalization and transformation from strip-mall style, to more vibrant and pedestrian-oriented commercial uses may be fostered.

Low Intensity Commercial (L-COM) - Includes a variety of retail and office uses. Within this category are professional business offices and related uses. It also includes a variety of retail and service uses oriented to serving residential neighborhoods.

High Intensity Commercial (H-COM) - Includes a variety of retail, wholesale, and office uses. Within this category are professional business offices, hotels, motels, and related uses. It also includes a variety of retail and service use oriented to serving residential neighborhoods, such as grocery stores, hardware supply, and garden supply. Other commercial uses include automobile-related uses, and uses that normally require outdoor storage and display of goods. Many of these areas also contain residential to meet the goals of the community, provide mixed use, lower travel times, and provide future residents with a larger variety of housing choices.

Industrial (IND) - Includes a variety of light and heavy manufacturing, assembly, warehousing and distribution uses. It also includes uses devoted to the sale of retail and wholesale products manufactured on-site as well as a variety of research and development uses for science-related activities. This category may include uses supporting surrounding industrial uses such as restaurants, child care, and residential if properly integrated in the development.

Urban Transition (U-Trans) - The Urban Transition designation is assigned to lands that are to be held in a transition status during the 20-year planning period of the comprehensive plan. A significant amount of the land in this designation is in agricultural use. Uses of land designated Urban Transition are intended to be temporary to provide the City a basis to evaluate future needs for additional land in other land use designations.

These categories should be considered as a guideline with the flexibility to have mixing of use providing diversity, transitional densities, and an attractive community. Table LU-3, below, shows the Land Use Map designations and the implementing zoning districts that correspond with the designation.

Table LU-3: Land Use Map Designations and Implementing Zoning Districts

Land Use Plan Map Designation	Implementing Zoning Districts
Low Density Residential (LD-RES)	Low-Density Residential Use Districts (RL-40, RL-20) and City Parks (CP)
Medium Density Residential (MD-RES)	Medium-Density Residential Use Districts (RM-10, RM-6) and City Parks (CP)
High Density Residential (HD-RES)	Multifamily Residential Use District (MR), Manufactured Home Park Use District (MH-P) and City Parks (CP)
Mixed Use (MU)	Downtown Mixed Use District (D-MU) and City Parks (CP)
Low Intensity Commercial (L-COM)	Neighborhood Commercial District (CN), Commercial Limited District (CL) and City Parks (CP)
High Intensity Commercial (H-COM)	Commercial General District (CG), Combined Commercial / Light Industrial Use District (CLI) and City Parks (CP)
Industrial (IND)	Light Industrial Use District (LI) and City Parks (CP)
Urban Transition (U-Trans)	Urban Transition (UT) and City Parks (CP)

Sub-Area Plans

The city does not currently have any sub-area plans in place, but these may be developed in the future for specific areas, such as the Van Giesen corridor or for the Belmont Business District, (the city has established basic design guidelines for the Belmont Business District). In the future, council may approve the establishment of sub-area plans according to the processing procedures of amending or updating this plan.

B. Land Use Goals, Policies, and Strategies

The Land Use goals, policies and strategies are provided below.

Additional related goals and policies are located in the all other Elements of this plan. Goals, policies and strategies in this chapter are meant to complement other plan Elements.

Land Use Goals:

- A. Demonstrate regard for private property owner's rights in all planning efforts.
- B. Create a well-designed, healthy, and aesthetically pleasing City.
- C. Enhance the environmental and aesthetic qualities of the City.
- D. Provide for the orderly development of the City.
- E. Establish land use patterns to balance development and provide for diverse uses.
- F. Maintain the unique character of the City and maintain or improve the character and livability of established neighborhoods.
- G. Promote planned development of West Richland school sites.
- H. Collaborate with the local school district to provide adequate opportunities for community utilization of school and municipal facilities.
- I. Recover costs associated with new development.
- J. Ensure compatibility of residential development with established and projected land use patterns.
- K. Ensure that a wide range of land use, services, and choices are available for West Richland residents and businesses, taking into consideration the area's natural resources, public services, and facilities.
- L. Facilitate development of commercial and industrial areas by establishing a mixed-use land development strategy that attracts and supports local economic growth while enhancing, maintaining, and protecting the integrity of the community, residential neighborhoods, and the natural environment.
- M. Preserve existing open spaces and promote incorporation of open and recreational spaces within new development.

Land Use Policies and Strategies:

General

1. Maintain and follow procedures to review development applications in a consistent manner.
 - Continue to provide the Fire District the opportunity to review and comment on development proposals, to help ensure that fire-related issues are properly identified and addressed.
 - Consider adopting requirements for defensible space, and similar fire prevention requirements, such as those found in the Urban Wildlands Interface Code, to reduce potential losses from wildfire.
 - Continue to enforce the requirements of the International Fire Code and adopted appendices.
 - Consider adoption of a commercial fire prevention code, with requirements that will help improve response times and minimize loss from fire.
2. Encourage property owner and resident participation in the creation of local plans for public improvements, zoning, and other planning concerns.
3. Require orderly development to occur as new development should typically be located adjacent to existing developed areas and avoid development in a “leap-frog” fashion.
 - Prefer development to occur in areas that (1) Already have services; (2) Are adjacent to existing service lines; (3) Include specific development plans and proposals; (4) Commit to the installation of infrastructure within a specific period of time; and, (5) Facilitate the logical extension of services to additional areas within the city limits.
4. Avoid sprawl by concentrating growth within easily accessible neighborhoods to create a safe and beautiful community that is easy and comfortable to travel within.
 - Work with developers to encourage the construction of complete streets, commercial nodes, and residential development areas that complement one another and provide effective interaction for activities and uses.
 - Consider establishing minimum density thresholds for each residential zoning district to foster development at appropriate, planned densities.
5. Maintain open communication with major landowners in the city, including DNR, regarding future plans and uses of large tracts of lands.
 - Advocate for development of land, timed with market demand, to facilitate smart growth, provide necessary services, and foster community vitality.

A Healthy and Attractive City

6. Ensure that new development is consistent with improving the appearance of the City.
 - Consider expanding existing design standards to include tree planting programs and requirements. This should include programs such as the Arbor Day Foundation's Tree City USA.
 - Consider enhancing the existing sign ordinance and storm drainage requirements.
 - Consider enhancing the community entrances to support a positive feeling on entering the community.
 - Consider adding design standards for non-residential buildings that will address aesthetics and community appearance.
7. Give preference to locating new high-density development areas where residents will have access to walking and bicycling amenities, and to public transit.
 - Place multi-family residential developments next to arterial streets, along public transportation routes, or on the periphery of commercially designated areas.
 - Site schools and other public facilities such as parks within neighborhoods, when feasible, to allow easy walking to the destinations.
8. Ensure adequate buffering between incompatible land use types where necessary.
9. Integrate health and safety considerations into the urban form of new development.
 - Establish linear parks and trail networks, to facilitate the ability for residents to walk to and along the facilities.
 - Encourage a walkable community by establishing zoning to support small commercial nodes located within walking distance of residential development, where feasible.
10. Enrich the beauty and image of West Richland, by enhancing or creating visual gateways at primary entryways to West Richland.
 - Improve the entrance along the Yakima River Gateway.
 - Continue to maintain the existing monument signs, landscaping, and signage located throughout the city.
11. Promote vibrant and inviting business districts within the city.
 - Continue to work with Benton REA, the local Chamber of Commerce, the regional chamber, and other partners on thematic way-finding signage and directional aids.
12. Protect views and features unique to the West Richland area.
13. Enhance the environmental and aesthetic qualities of the City.

- Encourage the development of open space framed by commercial or civic buildings, to allow pedestrians to rest and interact, and to improve the City's appearance.

Land Use Compatibility and Maintaining Local Character

14. Focus growth into areas that have or will have adequate capital facilities within a reasonable period to accommodate the development.
 - Ensure the integration of land use plans with infrastructure plans for the City.
 - Identify development areas, planned service expansions, and extensions of utilities to occur logically and be cost effective.
 - Discourage residential plats that exceed the minimum lot size by more than 30 percent, particularly in areas without irrigation water service available.
15. Provide adequate, well-located areas for public lands and facilities.
 - Identify and obtain sites for public land and facilities early in the development process to ensure that the facilities are appropriately located to serve the area and to reduce acquisition costs.
 - Incorporate provisions regarding the identification and siting of essential public facilities, per State of Washington requirements, in applicable zoning classifications. The City will locate capital facilities identified as essential public facilities so as to provide the necessary service to the intended users with the least impact on surrounding land uses.
 - Essential public facilities should be located in a way that protects the environmental resources of the area.
16. Identify land needed for public purposes early in the planning process.
 - Support and promote impact fees.
17. Plan adequate commercial and industrial land use to provide a sufficient tax base to support City services and facilities.
 - Maintain an adequate inventory of properties designated for commercial and industrial uses, recognizing the need for large sites for new and emerging industrial clusters.
18. Encourage in-fill development; in particular, promote the development of undeveloped parcels within areas characterized by urban growth or within nodes of complementary development.
 - Focus on opportunities to foster development of the undeveloped BLM-owned parcels to provide additional parks and recreation space, promote infill housing development, reduce sprawl, and increase the city's property tax base.

19. Ensure future development occurs in a way that protects the quality and quantity of ground water for public consumption.
20. Establish sub-area plans for large undeveloped areas that have limited number of property owners for the purpose of supporting City Comprehensive Plan and development goals.
 - Establish guidelines under which sub-area plans can be adopted.
 - Guidelines for sub-area plans should include preservation of open space, riparian areas, wetlands, and promotion of mixed housing and mixed use developments.
 - Encourage a balance of job and housing opportunities in each development. Provide sufficient land for business as well as homes.
21. Promote mixed-use development in West Richland.
 - Revise the zoning ordinance to allow and promote different kinds of mixed use development activities to help support a decrease in automobile dependency and a variety of lifestyle alternatives in the community.
 - Consider form-based zoning for areas of West Richland that could benefit from redevelopment and mixed uses.
 - Establish a mixed-use zoning designation, which can appropriately accommodate a mixed-use development of concentrated retail, office, and residential uses suitable for pedestrian-oriented and transit-oriented development.
22. Foster a harmonious relationship between the natural and developed environment.
 - Enhance and protect canal corridors and geological features including topographic forms and features.

Public Spaces, Community Facilities, and Human Services

Benton Countywide Planning Policies #11, #12 and #13 address policies for siting public facilities, and coordination among agencies for the solid waste program.

23. Continue to assess fees for services related to development to attain cost recovery while maintaining competitiveness with neighboring cities.
24. Work to establish cooperative relationships with public and community service entities.
 - Maintain open communications between the City and the School District.
25. Locate elementary schools, middle schools, and high schools close to existing or proposed residential areas when feasible.
 - Encourage future development of school grounds to complement park development.

26. Require improved streets and sidewalks between new schools and the nearby streets as according to the transportation element policies.
27. Require that the location, design, and construction of school facilities be compatible with surrounding existing and planned land uses, storm water drainage best management practices, and the development preserves natural ecological systems to the extent feasible.
28. Provide park and recreation facilities adjacent to, or in conjunction with, School District properties whenever possible.

Residential Uses and Development

29. Use flexible design standards in multi-family residential development to mitigate impacts on less intense adjoining land uses.
 - Consider mitigating impacts of new multi-family residential developments on single-family neighborhoods in a combination of the following ways: additional setbacks, buffers, open space, parking areas, fencing, screening, landscape, recreational space, and architecture. Multi-family residential housing may not have more floors than the adjacent and nearby single-family dwellings.
 - Require a binding site plan that identifies: the scale and location of all buildings, parking areas and driveways, recreational facilities, building elevations, and landscaping, screening, or fencing.
30. Require new multi-family residential developments to include transition and mitigation features when the development is near single-family residential neighborhoods.
31. Allow new high-density residences to locate in established residential areas only when they include features (such as landscaping, design, screening) to maintain compatibility with, and will not detract from, the existing neighborhood character.
32. Use natural and topographic changes when possible, to buffer and separate multi-family residential developments from single-family neighborhoods.
33. Allow for the development of home-based businesses that are compatible with the surroundings.

Mixed-Use Development, Commercial and Industrial Uses and Development

34. Establish design and performance standards for new and redevelopment commercial projects to develop with minimal impact on surrounding land uses and assure pedestrian as well as vehicular access.
35. Encourage the infill and rehabilitation of existing commercial areas.
36. Encourage commercial and mixed-use developments located on current or planned transit corridors and encourage transit-oriented site planning and design.
37. Separate activities based upon land use characteristics, type of transportation corridors, amount of traffic generation, and geographic location.
38. Improve the appearance of commercial and industrial areas by creating and supporting performance standards for all new developments, including, but not limited to storefronts, signage, landscaping, setbacks, lighting and buffer areas.
39. Encourage economic development activities that take into consideration the capacity of the natural resources areas such as the river shore, grape growing region, and agriculture.
40. Locate convenience-oriented retail and service developments adjacent to residential neighborhoods; encourage small-scale neighborhood commercial used directly within residential areas.
41. Encourage a multi-modal transportation system that allows local residents to move easily from their homes to their jobs and to other necessary services without exclusive dependence upon the single-occupancy vehicle.

Open Space

42. Promote the preservation of natural habitat in the development of new parks and use native vegetation and other Low-Impact Development principles where feasible.
43. Increase the inventory of dedicated open space within the city.
 - Encourage the dedication of land in lieu of park impact fees, for the use of dedicated open space and/ or developed open space within new plats, subdivisions and short plats.

- Purchase land for open space using collected park impact fee funds.

Additional Policies and Strategies for Growth Management & Regional Cooperation:

44. In accordance with Benton Countywide Planning Policy #2, the City plans for future population growth based on the published, official projections of the state Office of Financial Management, and the allocation for the city as provided by the County.
45. The Benton Countywide Planning Policies (included in Appendix 6) apply to the City's planning efforts, and are intended to provide a framework for development of the Comprehensive Plan.

ECONOMIC DEVELOPMENT ELEMENT

Purpose

This element guides investment and economic development activities in West Richland. The primary purpose of the Economic Development Element is to provide a strategy and policy framework to grow investment and economic opportunity in the area. Additionally, this chapter identifies goals and policies that support the city's vision for the year 2037, twenty years into the future.

This element is intended to be harmonious with the goals and policies set forth in Benton County's Countywide Planning Policies. It is also closely related to the other elements within the city's Comprehensive Plan, such as land use and capital facilities, and is intended to complement various city goals. To support the city's overall vision, the Economic Development Element specifically aims to position the community as a strategic actor and improve economic opportunity. This Element is based on an existing economic development strategy for West Richland which is not contained within the Comprehensive Plan.

Background and Context

Generally, the city must plan and prepare to accommodate more people, employees, and business over the planning period. Preferred economic development outcomes are only achieved through proactive and efficient action that supports, incentivizes, and enables the local economy to grow in the city. This section summarizes population, employment and industry trends and forecasts. It provides context to the economic development goals and strategies in the following section.

Historic Economic Growth Trends

Population growth in West Richland is outpacing employment growth. While population in West Richland grew 18 percent between 2010 and 2014, total employment grew by only 4.1 percent over the same period. Only 2 percent of employed West Richland residents work in West Richland; the remaining 98 percent commute elsewhere for work (with 68 percent commuting to Richland, Kennewick, or Pasco).

Figure ED-1 shows employment trends in West Richland by monthly earnings from 2002 to 2014. There were approximately 860 jobs in West Richland in 2014, almost doubling since 2002. Strong job growth has occurred among all income levels, with the highest growth occurring for incomes above \$3,300 a month.

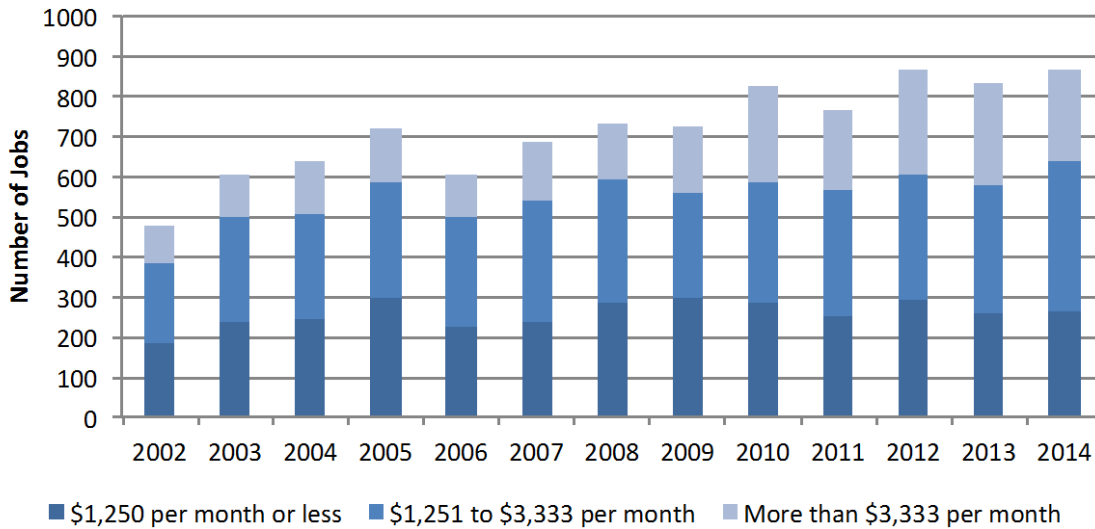


Figure ED-1: Employment Trends by Earnings (2002-2014)

Source: US Census On the Map, 2016

West Richland has seen nearly a threefold increase in real growth in its retail and services base since 2000 (Figure ED-2). The city has also seen a steady increase in spending on construction activities over that time that have led to real increases in building square footage, housing units, and land valuation.

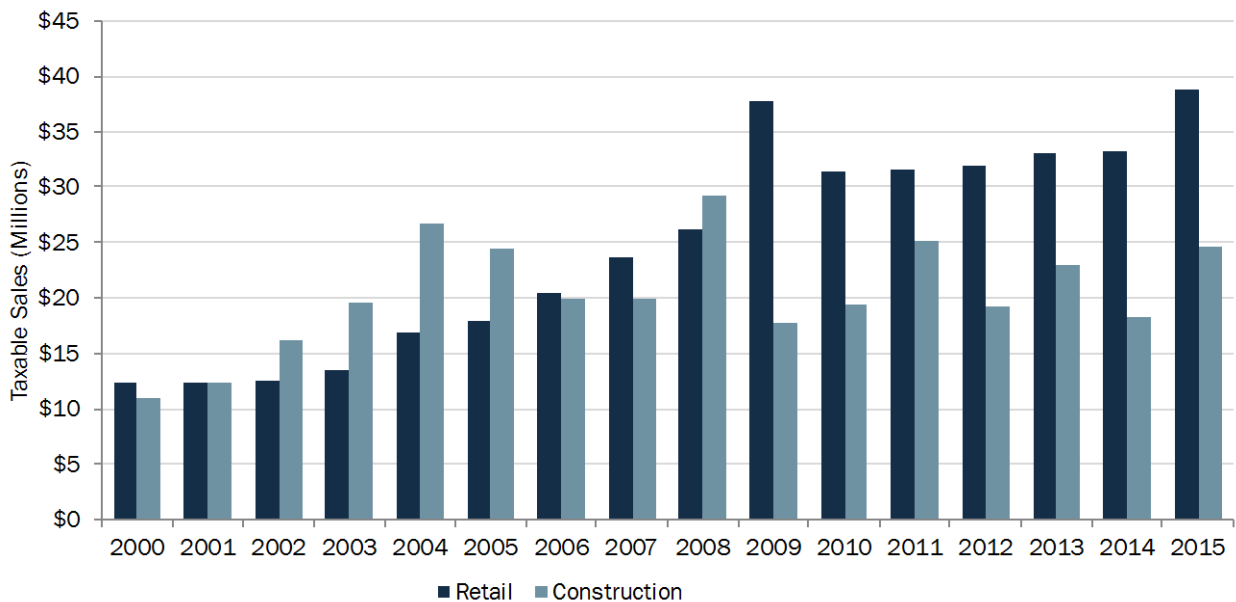


Figure ED-2: Retail Tax and Construction Value Trends – 2000-2015

Source: WA Department of Revenue

Note: In this chart, Retail is defined as NAICS sectors 44, 45, 71, 72, and 81. Construction is NAICS sector 23. Data for 2016 is not currently available.

Table ED-1 summarizes the current building square footage or commercial properties in Benton County by retail, industrial, office, accommodations, and other uses. Based on this summary, West Richland has less than 3% of the county’s commercial square foot space.

Table ED-1: Development Summary by Type – Square Footage of Commercial Structures by City in Benton County in 2016

Use	West Richland	Richland	Kennewick	Prosser	Rest of County	Total
Retail	205,000	2,775,000	5,089,000	421,000	123,000	8,613,000
Industrial	282,000	2,803,000	2,475,000	924,000	1,381,000	7,866,000
Office	52,000	3,259,000	2,645,000	110,000	57,000	6,123,000
Accommodations	0	462,000	633,000	54,000	0	1,149,000
Other	59,000	326,000	1,087,000	57,000	259,000	1,788,000
Total Commercial	597,000	9,626,000	11,930,000	1,566,000	1,821,000	25,540,000
Population	14,340	53,410	79,120	5,940	37,690	190,500
Total Commercial per capita	42	180	151	264	48	134

Source: Benton County Assessor, 2016, Washington Office of Financial Management, 2016 Population Estimates.

Figure ED-3 summarizes by the development of commercial square foot by year by type for West Richland. Development tends ebb and flow and the trends for West Richland show sporadic development over time – years with good delivery and other years with no delivery. There have been no new commercial developments in the past few years.

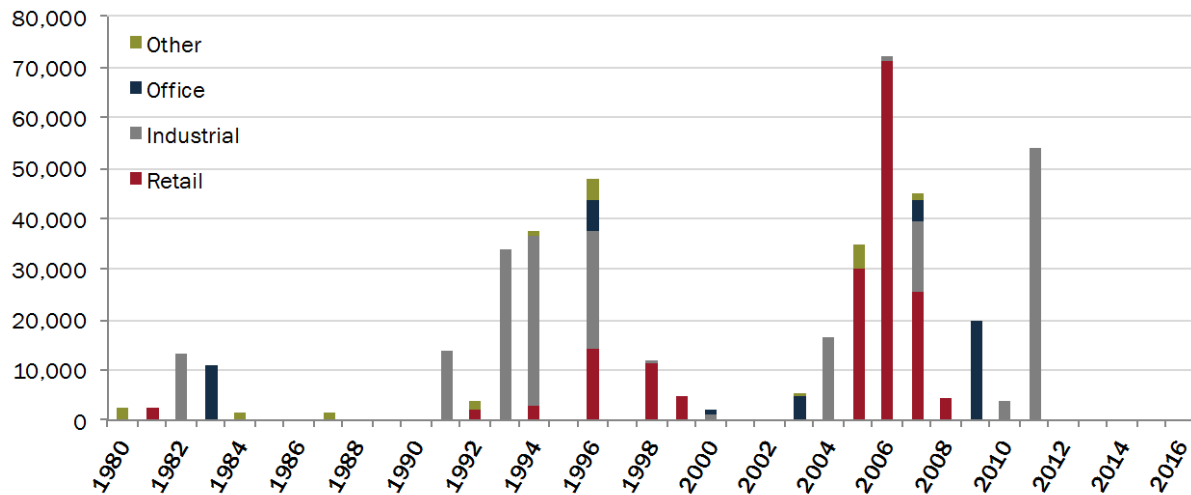


Figure ED-3: Development Trends by Type – Square Feet of Commercial Structures, West Richland, 1980-2016

Source: Benton County Assessor, 2016

Future Employment and Industry Sector Forecasts

Tables ED-2 and ED-3 and Figure ED-4 show the relative distribution of employment by employment type for Traffic Analysis Zones in West Richland in 2015 and forecasted employment from 2015 to 2040. Employment in these zones is expected to increase over 35 years from 1,008 to 3,125, an average annual growth rate of 4.6 percent.

Table ED-2: Relative Distribution of Employment, West Richland TAZs, 2015

	Employment	% of Total
Retail Trade	285	28%
Educational Services	226	22%
Service	158	16%
Construction	109	11%
Public Administration	65	6%
Finance, Insurance, Real Estate	52	5%
Wholesale Trade	40	4%
Utilities	27	3%
Manufacturing	25	2%
Other - Mgmt of Services, Companies	13	1%
Agriculture, Forestry, Fishing & Hunting	8	1%
Total	1,008	100%

Source: TAZ Forecasts, 2015 BFCG Travel Demand Model

Table ED-3: Employment Forecast, West Richland TAZs, 2010-2040

Year	Employment Forecast	% Change	Average Annual Growth Rate
2015	1,008		
2025	2,044	103%	7.3%
2035	2,585	26%	2.4%
2040	3,125	21%	3.9%

Source: TAZ Forecasts, 2015 BFCG Travel Demand Model

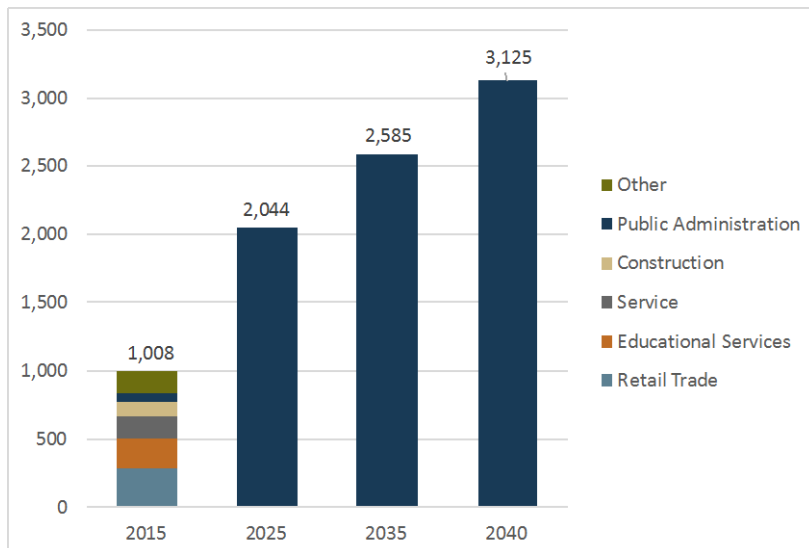


Figure ED-4: Job Growth Forecast by Sector, West Richland TAZs, 2010-2040

Source: TAZ Forecasts, 2015 BFCG Travel Demand Model

Note: Breakdown by employment sector only provided for 2015.

Key Considerations for West Richland Economic Development Policy

Business Growth and Retention

West Richland desires to be a place where individuals and firms can locate, start, and grow a business. The city sees this type of growth in employment and business activity as the most effective action to support economic prosperity for its residents and the region as a whole.

Tax Revenue and Support for Strong City Services and Infrastructure

The city delivers a range of public services and infrastructure that are essential to support a community where businesses and residents can thrive. In order to deliver those services, the city counts on strong growth in property values, new investment, and retail sales to drive tax revenues while keeping overall tax burdens consistent with the level of public services.

Productive Use of Incorporated City Lands

West Richland has a large amount of undeveloped land within the city limits with some of this land anticipated to be used for commercial and industrial purposes. In addition, some lands that are currently used for agricultural production may be repurposed for commercial and industrial uses. The city also has an economic development strategy that prioritizes development on key anchor points in the city that include Van Giesen Street & 38th Avenue, Kennedy Road & Dallas Road, Keene Road & Van Giesen Street, and Keene Road and Belmont Blvd.

Shared Economic Prosperity and Equity

As the population in the Tri-Cities region and in West Richland becomes more diverse, the region is accommodating for people in all walks of life. The city would like to see economic development proceed in a fashion that benefits all peoples and that businesses and residents share the gains in widely.

Economic Development Goals and Polices

The Economic Development goals, policies, and strategies are provided below.

Additional related goals and policies are located in the Land Use, Capital Facilities, and Transportation Elements of this plan.

Economic Development Goals:

- A. Grow approximately 2,100 jobs in the city over the planning period to ensure long-term economic security for West Richland residents and meet regional growth allocations.
- B. Preserve West Richland’s quality of life and promote economic development that builds on this strength.
- C. Implement the city’s existing economic development strategy.
- D. Achieve vibrant commercial districts and nodes in the city’s commercial areas.
- E. Grow a diverse mix of jobs in the city that offer a range of incomes to employees.
- F. Encourage a business climate that supports new investment and job creation.
- G. Maximize the complementarity of land uses and minimize conflicts.
- H. Maximize public benefits by making effective use of limited city resources, including infrastructure support and public services, to serve new development and redevelopment areas.
- I. Ensure that a wide range of land use, services, and choices are available for West Richland residents and businesses.
- J. Make West Richland a desirable place for private investment in businesses and real estate.

Economic Development Policies and Strategies:

- 1. Support the efforts of local, regional, and state economic development organizations in their promotional activities to attract new businesses and industries

to the community. The city is within the Port of Kennewick district and is a member of TRIDEC.

2. Encourage commercial and industrial development that diversifies and strengthens the local and regional economy, and is compatible with surrounding land uses. This could include business attraction, retention, and expansion activities. Economic activities that the city could support might include:
 - Diversify the local economy
 - Higher than average wages
 - High multiplier industries and firms that will grow the local economy
 - Sectors with strong growth prospects
 - Preserve, enhance, or create natural assets
 - Support and grow West Richland's wine industry, taking advantage of the city's proximity to unique growing areas
3. Focus on business assistance and regulatory and tax efficiency to create a strong business climate that encourages the growth and expansion of businesses within the city.
4. Limit non-industrial uses within industrial zones to those uses that complement or support industrial development.
5. Encourage the development of infill and redevelopment of under-utilized commercial areas. The city will consider:
 - Improve access to retailers through traffic circulation improvements and parking strategies
 - Support existing retailers through traffic management, parking policies and other city services (street cleaning, infrastructure maintenance, code enforcement, others)
 - Support existing retail and encourage new quality retail in the Van Giesen corridor
 - Coordinate retail strategies oriented toward regional tourism activities (i.e. Red Mountain AVA) for market synergy
6. Prioritize infrastructure development, in advance of need, to areas suitable for industrial and commercial development in conjunction with the CFP and utility plans.
7. Implement the city economic development strategy. Focus areas include:
 - Making Van Giesen Corridor Gateway improvements
 - Leveraging connections of West Richland to I-82
 - Support and capitalize on AVA Niche cluster
 - Focus on infill development in the developed areas within the city
 - Support microenterprise business programs

8. Work to ensure that the city has the resources needed to provide adequate utilities and other public infrastructure necessary to meet projected needs.
9. Develop master plans to encourage Planned Unit Developments (PUD's) and other commercial, industrial, and residential communities for growth.
10. Support workforce development activities of private and public entities. This support could include:
 - Encourage large and small employers to provide continuing education, skills upgrading, mentoring, and lifelong learning programs
 - Encourage improvement of the region's educational network, including K-12 and higher education
11. Use cultural, social, and natural resources such as art and historic assets as a tool for stimulating economic development. This city will consider the following types of actions:
 - Promote the city's parks and open space system as an asset
 - Promote the city's family-focused environment as an attractive feature for prospective businesses
12. Offer public support and resources to commercial districts and nodes that can provide catalytic or equitable economic development. In the past, the city has supported investment in utility and transportation infrastructure. The city may also pursue all options available to include actions such as public private partnerships.
13. Recognize the importance of maintaining and growing the city's tax base to support public services and balance the impact of taxes, fees, or utility rates on the economic development goals and the financial health of the city.
14. Promote West Richland's image and identity for purposes of attracting and growing business, tourism, and local spending. This would include work to partner and support agencies working in marketing, promotion, and tourism.

Implementation

The success of the Economic Development Element relies on proper and effective implementation. Implementation will be through the following conduits:

- **Economic Development strategy:** The City is currently working to implement its existing economic development strategy. The document is included as Appendix 3.
- **Land Use and Zoning:** The City will evaluate and adjust land use and zoning policies.
- **Capital Improvement Plan:** The city will make strategic investments in infrastructure to support its community and economic development goals.
- **Transportation Improvement Plan:** The plan that will guide investment in transportation infrastructure in West Richland over the planning period, including surface projects, bicycle and pedestrian facilities and improvements, safety improvements, and other enhancements to the transportation system.

ENVIRONMENT ELEMENT

Purpose

This element guides environmental protection and stewardship in the city. The primary purpose of the environmental element is to discuss the natural features and amenities in the city, to identify goals and policies for the protection and enhancement of these areas, and to protect critical areas from alterations and impacts due to development.

Location and Physical Character

The city's environmental policies and plans reflect qualities of the natural environment, the city's climate and atmospheric characteristics, and the city's location and physical features.

The Yakima River

The Yakima River is an important physical feature in the city. The river winds around and beyond the city's northern limits, flowing from Benton City, north to Horn Rapids Park Launch, dropping at the Wanawish Dam (formerly known as the Horn Rapids Dam), past the Twin Bridges Road and south to the Van Giesen Bridge. The Yakima is a tributary of the Columbia River; it begins in the Cascades at Keechelus Dam near Snoqualmie Pass, and flows through West Richland toward the Columbia River. Residents and visitors enjoy the river for its peaceful flows that make it ideal for rafting and floating.

The Yakima River is classified as a Shoreline of the State, which means that it is protected under the Shoreline Management Act (1971). The primary goal of the Act is "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines."

According to the city's Shoreline Master Program, there are 5.91 miles of river shoreline within city limits.

Shoreline Master Program

The city's Shoreline Master Program (SMP) (2016) provides additional environmental protection and consistency of development along the Yakima River and its associated 100-year floodway.

The SMP designates a shoreline jurisdiction, which includes four shoreline environments: High Intensity, Shoreline Residential, Urban Conservancy, and Aquatic. The SMP establishes regulations and requirements for development in each of the shoreline environments. The SMP locally implements the state's Shoreline Management Act (SMA) of 1971.

In addition to the established shoreline environments, the SMP includes:

- An inventory of the natural characteristics and land use patterns along shorelines covered by the SMA;
- A permit system to further the goals and policies of both the SMA and the SMP; and
- A Restoration Plan that includes goals, policies, and actions for restoration of impaired shoreline ecological functions.

The SMP is included as Appendix 5 and is adopted as a part of this Comprehensive Plan.

A Region for Growing

West Richland is unique for the fact that over half of all the lands within the city limits are currently used as farmland. Many different crops are farmed in the city.

West Richland's climate is semi-arid and the city typically receives less than ten inches of annual precipitation, with very little cloud cover due to the rain shadow effect of the Cascade Mountain range. During summer months, there are up to seventeen and a half hours of sun each day. These light conditions attributed to the northern latitude are excellent – in fact, the city is roughly on the same latitude as the French wine regions of Bordeaux and Burgundy. These long days and cloudless skies create a high light intensity, which bolsters photosynthesis and produces a great growing region, particularly for wine grapes.

There are excellent water sources available for irrigation, and the lack of rainfall allows farmers and grape growers to expertly control the amount of water provided to growing crops and fruit. Irrigation water is sourced from the Yakima River, which flows with water from the cascade mountain snow melt. Underground aquifers that run through levels of basalt lava flow are also tapped via wells for water reservoirs.

Daytime air and soil temperatures aid in fruit ripening, and contribute to favorable traits such as skin color, skin and pulp texture, tannins and seed color and texture. The colder temperatures in the winter allow for vine dormancy and kill off vineyard pests, and frost events are limited. Finally, an important component for grape growing known as “diurnal shift” is present: the diurnal temperature variation is the difference between a high temperature and low temperature occurring the same day. Temperature shifts of up to 40 degrees per day during the late August to October period, when grapes are ripening, creates an effect where high acid and high sugar content is produced with these temperature swings.

Hillsides and Geologic Landforms

Candy Mountain (approx. elevation 1,394 feet / 425 meters at the summit which is outside of city limits), Flat Top Hill (approx. elevation 761 feet / 232 meters) and Sand Hill (approx. elevation 724 feet / 220 meters) comprise the major landforms within the city. There are many sloping areas, rolling hills and plateaus within the city. Basalt rocks deposits (from the Missoula floods) and volcanic soils are located throughout the city. The city's elevation ranges from

approximately 370 feet / 113 meters at the Yakima River to over 800 feet / 244 meters above sea level, on Candy Mountain.

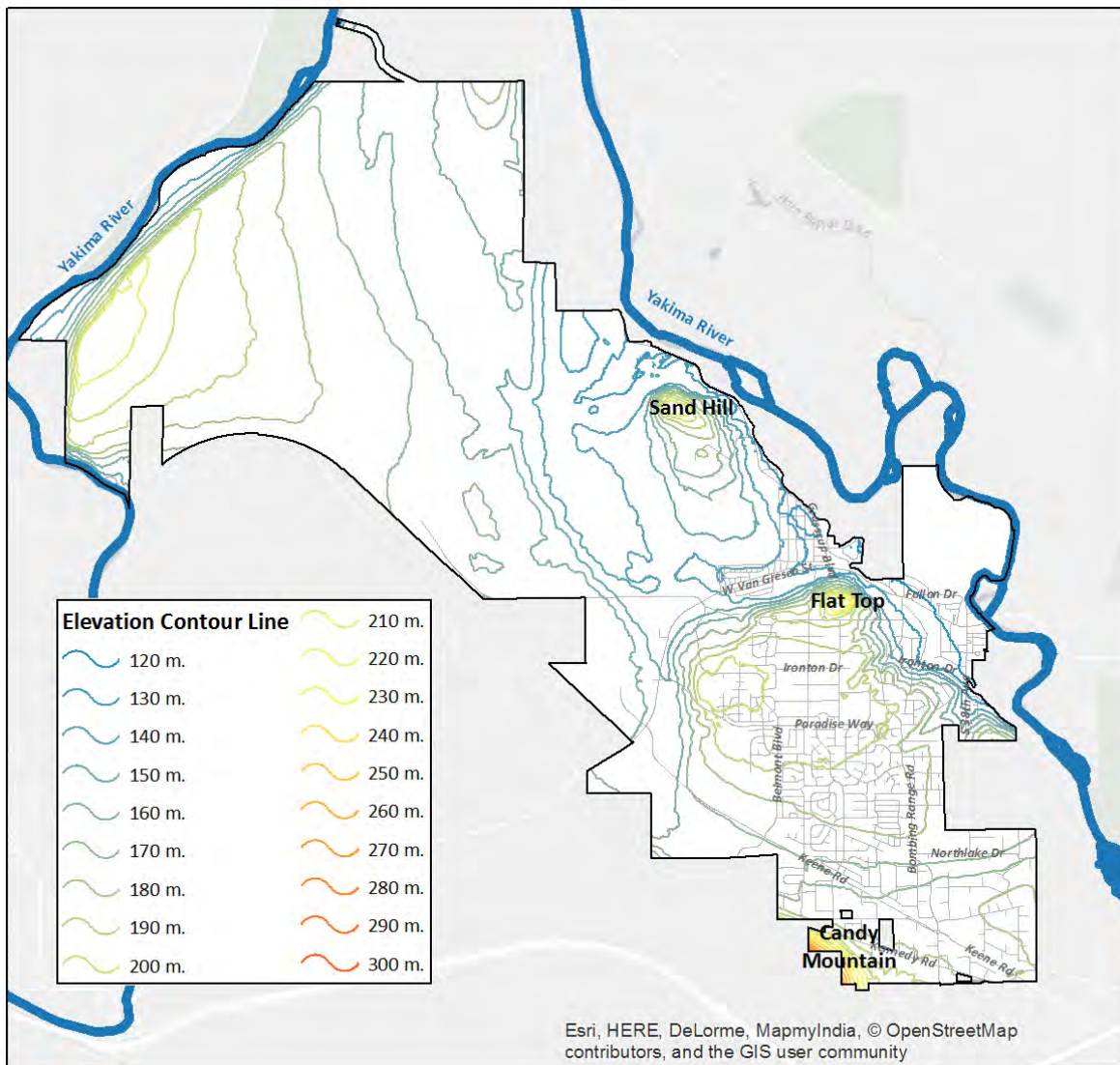


Figure E-1: Topography

Critical Areas

The protection of critical areas (those areas which are environmentally sensitive and must be protected according to state statute) is a key component to the city’s land use plan. The plans and regulations designed to protect critical areas are not intended to deny a reasonable use of private and public property, but to assure that development on or near critical areas is accomplished in a manner that is sensitive to the environmental resources of the community.

Critical Areas Ordinance

As mandated by the GMA, the City of West Richland Critical Areas Ordinance (*Codified as West Richland Municipal Code Chapter 18.25*) promotes the maintenance, enhancement, and preservation of critical areas and environmentally sensitive natural systems by avoiding or minimizing adverse impacts from construction and development. Under the state GMA, local governments are required to use the Best Available Science (BAS) when reviewing and revising policies and regulations for critical areas.

Wetlands

Wetlands are defined throughout Washington State as areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands.

Some people assume that wetlands do not occur in places like West Richland because it is so dry, but that is not the case. While there is not an extensive network of wetlands in West Richland, there are several pockets of wetland areas. Sites that include wetland areas include lands near and abutting the Yakima River, and the Paul Keith Wetland (a nature preserve) which is located to the south of Keene Road and west of W. Lattin Road.

Critical Aquifer Recharge Areas

Critical Aquifer Recharge Areas are those areas with a recharging effect on aquifers used for potable water, including areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability (drinking quality) of the water, or is susceptible to reduced recharge.

Based on local conditions, the city includes wellhead protection areas as areas classified as Critical Aquifer Recharge Areas. Wellhead protection areas shall be defined by the boundaries of the 10-year groundwater time of travel, or boundaries established using alternate criteria approved by the Department of Health in those settings where groundwater time of travel is not a reasonable delineation criterion, in accordance with WAC 246-290-135. Protection of these sites is of vital importance as the city uses well water to provide potable drinking water to citizens. As required by federal law, water used for municipal drinking water is monitored and tested to ensure it meets the required standards.

Fish and Wildlife Habitat Conservation Areas

Critical Fish and Wildlife Habitat Conservation areas are those areas identified as being of critical importance in the maintenance and preservation of fish, wildlife, and natural vegetation.

Areas in West Richland which are classified as crucial fish and wildlife habitat conservation include the Yakima River (classified as a water of the state) and large shrub-steppe areas. The city's municipal code contains specifics on potential critical fish and wildlife habitat conservation areas.

Frequently Flooded Areas

Floodplains and other areas subject to flooding perform important hydrologic functions and may present a risk to persons and to property.

There are several floodway and floodplain areas in the City, predominately the land around the Yakima River. The Federal Emergency Management Agency (FEMA) delineates flood hazards for insurance ratings and for floodplain management.

Floodplains also provide important functions for fish species and sometimes provide important riparian habitat. Floodplains also serve an important role in conveying stormwater and floodwaters, and recharging the groundwater below.

The city regulates development within flood hazard areas according to Chapters 18.12 and 18.16 of the West Richland Municipal Code.

Geologically Hazardous Areas

Geologically hazardous areas include areas susceptible to erosion, sliding, earthquake, or other geological events. They pose a threat to the health and safety of citizens when incompatible commercial, residential, or industrial development is sited in areas of significant hazard.

Some geological hazards can be reduced or mitigated by engineering, design, or modified construction or mining practices so that risks to public health and safety are minimized. When technology cannot reduce risks to acceptable levels, building in geologically hazardous areas must be avoided.

Areas with steep slopes and unstable soils exist primarily at Candy Mountain and Flat Top Mountain and are therefore classified as Erosion Hazard Areas.

In addition, some low-lying areas on the southern part of the city are known to have high groundwater and deposited sandy soils that may constitute localized liquefaction hazards (to include portions of the Polo Club developments and the area including and surrounding The

Lakes subdivision). Localized areas with liquefaction potential are mapped as such additional information becomes available. Whether or not a site is mapped by the city, a qualified consultant should evaluate any area with the characteristics of high groundwater and sand or cobble soils, to determine the liquefaction susceptibility of the site.

Critical Areas Mapping

The map in Figure E-2 provides general information and identifies known critical areas. The maps are a general guide for the assistance of property owners as well as information for the public.

The Critical Areas Ordinance requires the actual location, type, extent, and boundaries of critical areas to be investigated, determined, and analyzed by a qualified professional to confirm the presence or absence of critical areas and the extent to which future development proposals affect these areas.

CITY OF WEST RICHLAND: Critical Areas - Approximate

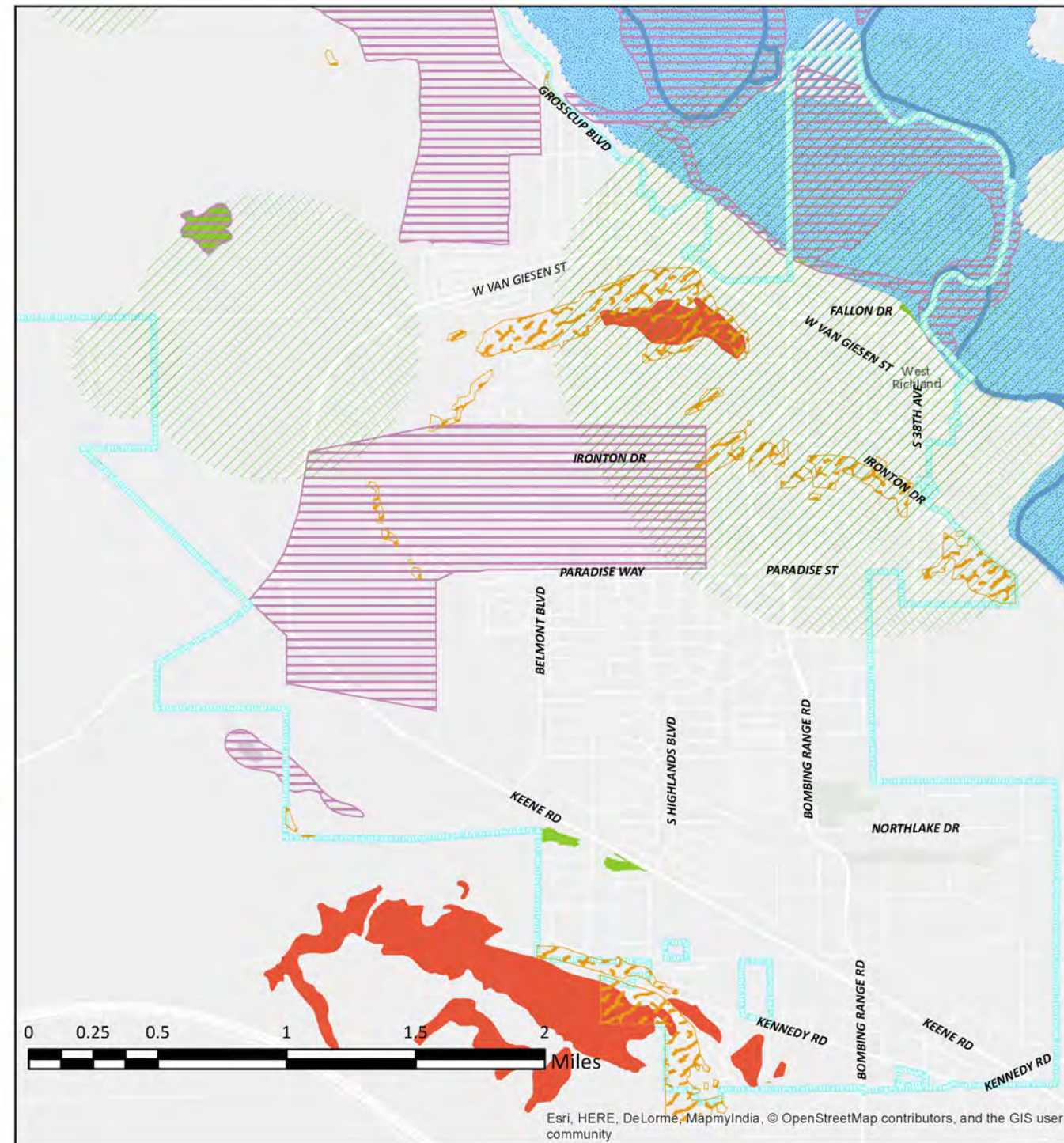
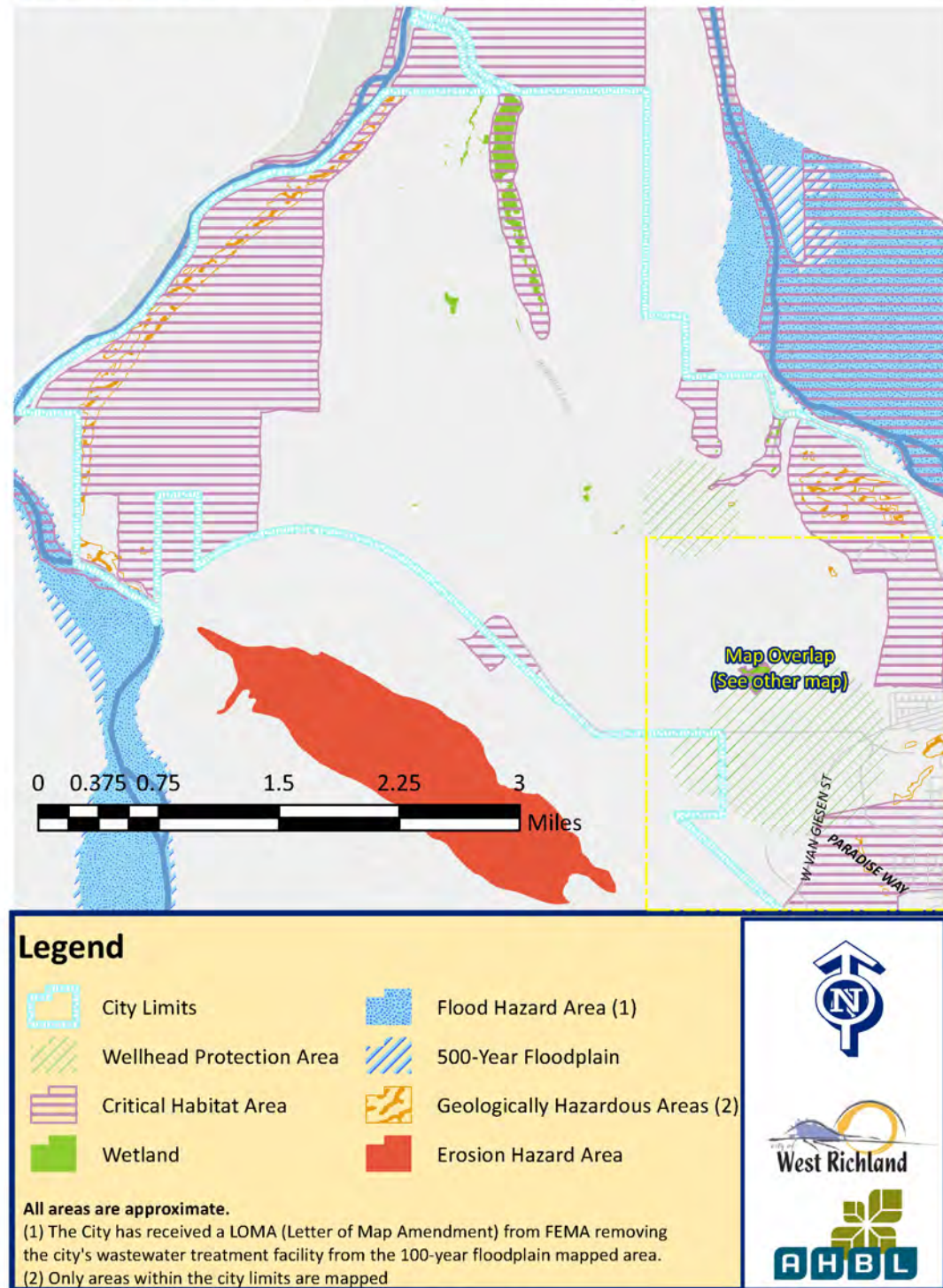


Figure E-2: Mapped Critical Areas – Approximate (Unofficial map for general reference)

Climate and Climate Change

West Richland’s climate is semi-arid and the city typically receives less than ten inches of annual precipitation, with very little cloud cover due to the rain shadow effect of the Cascade Mountain range.

Undisturbed, natural areas are characterized by a unique “shrub-steppe” type of natural grassland. Perennial grasses and shrubs grow, that are associated with very low rainfall, but not desert conditions. Sagebrush is common. Non-native species such as cheat grass, knapweeds, and Russian thistle (tumbleweed) are also found.

The city can experience fierce windstorms and wind speeds can exceed 30 miles per hour. “Chinook winds” are warming winds that are formed when moist winds from the Pacific rise over the mountains, and then descend on the leeward side of the mountain, in warm and dry gusts. These winds can quickly raise low winter temperatures and melt any fallen snow. These winds can also kick up large amounts of sand, creating dusty conditions and harming air quality.

Climate changes may affect the future quality of the environment in West Richland. Global warming may affect agricultural crops currently grown within the city, including market demands for different types of crops. The Washington State Department of Ecology has identified nine key indicators and products of climate change affecting Washington State. Those items are listed in Table E-1 with a discussion of how these issues may affect the local community, and positive actions that West Richland can take to prepare for future climate change, and to lessen the local impact in the production of greenhouse gasses.

Table E-1: Climate Change Perspectives

Indicators and Products of Climate Change	Discussion	Potential Mitigation Measures
Increasing carbon dioxide levels, rising sea levels and more acidic marine waters	Natural and anthropogenic (human) sources are causing the levels of greenhouse gases in the earth’s atmosphere to rise	<i>The City of West Richland can adopt policies to support the reduction of greenhouse gas emissions which are contributing to global warming, and residents can take steps to reduce their individual carbon footprint</i>
Warmer air temperatures	Warming is expected in all seasons, with the greatest warming occurring during the summer months; high temperatures can impact glacial and snowpack melt (and thus impact river levels and irrigation water availability), more severe storms, increased wildfires and increased diseases and pests	<i>West Richland residents can plant trees to improve energy efficiency of homes, through shading of the homes and air conditioning units Upgrading to energy-efficient air conditioning units may also be helpful, to reduce the amount of energy needed to cool homes Finally, using energy-efficient home design such as reflective roofs and windows with Low-E coatings can be helpful</i>

Drier summers and reduced snowfall	These factors could negatively impact stream flows, impacting fish, wildlife, water supply and agriculture	<i>Steps can be taken to reduce the amount of water needed by households and businesses; for example lawns and other water-intensive landscaping features could be minimized and replaced with drought-tolerant plantings</i>
More frequent and severe extreme weather events	Increased extreme heat events are projected for the 2040s, especially in south-central Washington; increases in the average annual number of heat events, average event duration, and maximum event duration are projected for the Tri-Cities region	<i>Energy-efficient homes, buildings and building systems can reduce the need for air conditioning</i>
Warmer water temperatures	Fish species are threatened by warmer water temperatures	<i>The city's Shoreline Master Program is designed to reduce impacts of development on fish habitat</i>
Increasing frequency and severity of wildfires	More frequent and severe wildfires will raise the risk of injury or death for firefighters and the public as well as increase the costs of firefighting; increased property damage and reduced timber yields are also likely, as well as reduced air quality, loss of forested habitat areas for fish and wildlife, and reduced water quality due to erosion and sedimentation of water bodies	<i>The city can encourage homes built in more remote areas of the city, and along the urban fringe, to use "defensible space" measures to reduce potential loss due to wildfires</i>
Increasing frequency and severity of flooding	In eastern Washington, flood risk is generally highest during the spring snowmelt; floods can cause widespread damage to communities and property, increased frequency and severity of floods will likely lead to greater taxpayer costs for cleanup and rebuilding as well as economic disruption and floods have caused numerous deaths and put emergency responders at risk during rescue operations	<i>Flood control measures, clearing and regulations and application of the city's flood control regulations can minimize potential damage to development caused by flooding</i>

Endangered and Protected Species

The city may include habitats for endangered or threatened wildlife. The city takes a proactive stance in protecting endangered and protected species in the city by creating and enforcing development regulations to protect the sensitive habitat areas, as required by State and Federal Laws.

Environmental Protection Measures

Air Quality

Healthy, clean air is vitally important to the health of West Richland residents. Keeping the air clear and clean helps maintain valuable views. In addition, federal funding for transportation improvements is linked to compliance with federal air quality standards.

The Benton Clean Air Agency evaluates and regulates the air quality in West Richland. The City of West Richland can take a proactive role in maintaining high air quality by planning transportation systems to reduce emissions and planning an efficient land-use planning scheme that minimizes trips and reduces emissions. In addition, the city will continue to require dust control on construction sites and establish landscape standards to reduce dust sources and the amount of airborne particulates.

Water Quality

Water in lakes, rivers, and streams, and similar waterbodies become polluted when rain falls on streets, parking areas, sports fields, gravel lots, rooftops or other developed lands and flows into the waterways with oil, grease, fertilizers, bacteria, or other chemical or biological elements. While the city has no lakes (as classified by the Washington Shoreline Management Act) in its boundaries, it has waterbodies, rivers, and wetlands that require protections.

The Phase II Eastern Washington Municipal Stormwater Permit applies to the City of West Richland. The city has adopted the Washington Department of Ecology Stormwater Management Manual for Eastern Washington, which outlines guidance in stormwater design and management in Eastern Washington, to protect the environment from uses and activities related to development.

Under the stormwater permit, the city promotes Low-Impact Development principles (i.e., reducing impervious surfaces, reducing stormwater runoff, and encouraging native plantings) to reduce the discharge of pollutants and mitigate against the impacts of any discharge.

The city should also adopt of a clearing and grading ordinance to minimize ground disturbance, prevent potential flooding hazards, and protect water quality.

Protecting groundwater is an important activity in the city. Preventing groundwater contamination is much more cost-effective from groundwater cleanup requirements, and the GMA requires protection of the public groundwater drinking supplies.

Erosion Control

Erosion control measures are designed to prevent damage to the environment due to land development uses and activities, which may result in pollution, soil erosion, and sedimentation. The city should consider adoption of a clearing and grading ordinance to minimize site development hazards, to preserve the city's physical and aesthetic character, and to foster erosion control. The Ecology Stormwater Management Manual for Eastern Washington, which

outlines guidance in stormwater design and management related to erosion control, is used to guide development in West Richland.

Tree Planting, Preservation and Landscape Enhancement

Trees enhance the natural environment and help provide many benefits. Trees provide oxygen, purify the air, slow and absorb stormwater runoff, mask noise and screen from visual trespass, stabilize slopes, prevent erosion, and provide shade. They can greatly enhance a community's appearance, and provide natural beauty. Trees also provide habitat for birds and animals.

Street trees can provide added benefits by visually enhancing a major or neighborhood roadway, and can help to provide a unifying look. Street trees can shade public areas and parking lots, and reduce temperatures.

Natural Resource Lands

The GMA required that counties classify natural resource lands of long-term commercial significance, to include agricultural, forest, or mineral resource lands. No land in West Richland has a natural resource land classification or designation.

Environment Goals and Polices

The Environmental goals, policies, and strategies are provided below.

Additional related goals and policies are located in the Land Use, Capital Facilities, and Transportation Elements of this plan.

Environmental Goals:

- A. Preserve the natural environment when possible.
- B. Minimize activities which may contribute to climate change where possible.
- C. Protect and manage natural resources.
- D. Reduce solid waste production and encourage recycling.
- E. Protect environmentally sensitive natural areas and the functions they perform by the careful and considerate regulation of development.

Environmental Policies and Strategies:

General

1. Review new development in the City with sensitivity to environmental issues.
 - Comply with the State and Federal law.
 - Comply with local development regulations.
2. Protect key habitats.
 - Develop and maintain an inventory of environmental resources.
 - Regulate the impact of filling or disturbance of wetlands and riparian areas and surrounding vegetation buffer area.
 - Using the standards set by state and federal law review; update environmental and critical area protection rules affecting land use.
3. Preserve natural drainage ways.
 - Identify natural drainage ways, their role in the area, and the importance of maintaining the systems.
 - Review development plans to limit impacts on natural drainage ways.
 - Work with the County and adjoining jurisdictions in the protection of critical areas.
4. Enforce regulations to mitigate development in hazardous areas.

- Require engineering, architectural, or geo-technical investigations and certifications for approval of development permits or authorizations in hazardous areas.

- 5. Preserve resident communities of endangered, threatened, or sensitive species as identified by state and federal authorities when possible or as required.
 - Preserve habitat corridors.
 - Utilize buffer zones, an area surrounding a critical area that is kept in or restored to a natural state to minimize impacts of adjacent land use, to mitigate impacts during construction on sensitive, threatened, and endangered species.

- 6. Protect surface water and ground water supplies.
 - Require that new development and redevelopment projects comply with the Stormwater Management Manual for Eastern Washington.
 - Encourage the use of Low-Impact Development principles (i.e., reducing impervious surfaces, reducing stormwater runoff, and encouraging native plantings) to reduce and to mitigate against the discharge of pollutants.
 - Restrict development that significantly degrade or deplete surface waters or groundwater.
 - Continue implementation of storm water illicit discharge elimination program.
 - Continue implementation of the groundwater monitoring program.
 - Consider adoption of a clearing and grading ordinance to prevent potential flooding hazards and protect water quality.
 - Implement a program to inform citizens about household practices that can degrade groundwater, such as fertilizing, with recommended alternatives.

- 7. Protect Air Quality.
 - Continue to require dust abatement on construction sites.
 - Establish landscape standards to reduce dust sources and reduce the amount of airborne particulates.

- 8. Enhance the natural environment where possible.
 - Provide incentives for restoring or enhancing wetlands, stream corridors, and other important natural systems.
 - Continue implementation of the city's Tree Planting Program.
 - Remove noxious weeds and non-native plants and re-establish native plants where possible on city-owned lands. .

- 9. Minimize impacts on property owners, while not adversely impacting critical areas.
 - Use density bonuses and other means of compensation in the protection of critical areas.
 - Encourage the use of clustered development and other design alternatives that may protect critical areas.

Climate Change

10. Encourage non-motorized forms of transportation, carpooling and other trip-reduction measures.
 - Establish a network of paths and multi-use trails throughout the city.
11. Encourage energy-efficient homes, buildings, and building systems.
 - Endorse and promote local programs that help educate and assist the public on energy conservation measures and practices.

Resource Conservation and Waste Reduction

12. Encourage households and businesses to reduce the amount of water used for landscaping.
 - Encourage separate irrigation and potable water systems for new residential, commercial, and industrial development where feasible.
 - Consider using tiered water rates to discourage peak-use consumption.
 - Encourage the use of drought-tolerant landscaping and of xeriscaping, particularly in areas not served with a separate irrigation system for water.
13. Continue implementation of the city's Water Use Efficiency Program as required by the state.
14. Develop solid waste programs that reflect West Richland's environmental goals and objectives in the most cost-effective manner.
15. Develop curb-side recycling programs.

Critical Areas Protection

16. Protect environmentally sensitive natural areas and the functions they perform by the careful and considerate regulation of development.
17. Minimize damage to life, limb, and property due to seismic activity, landslides, and erosion on steep or unstable slopes.
18. Protect wetlands to the extent that there is no net loss of size, functions, and values.
19. Protect and maintain stream flows and water quality within streams.
20. Preserve natural forms of flood control and stormwater storage, by avoiding alterations to drainage or stream flow patterns.
21. Protect aquifer recharge areas from development activities and practices that would be undesirable or harmful to the groundwater supply.

22. Protect, maintain, and enhance areas highly suited for wildlife, and lands with which threatened, endangered, or sensitive species are known to have a primary association.
23. Protect and maintain critical fish and wildlife habitat conservation areas and corridors so as to avoid the creation of isolated subpopulations.
24. Enhance degraded critical fish and wildlife habitat conservation areas.
25. Implement the goals, policies, and requirements of the Growth Management Act.

HOUSING ELEMENT

Purpose

Quality housing and vibrant neighborhoods are key components to life in West Richland. This chapter discusses the availability and inventory of housing throughout the city, and identifies a plan for accommodating residential growth through a number of strategies tied to housing.

Decent and safe housing is a basic human need. For some, a home is also a financial investment. For others, a home is a temporary place to stay during a short-time work assignment. Nevertheless, quality, safe and affordable housing is important for all members of the community and to the health of the community.

This chapter describes the housing inventory, characteristics and needs in the community, identifies key issues and trends, and establishes goals and policies for housing that comply with the Growth Management Act (GMA). This chapter also addresses neighborhood characteristics and trends. Finally, this chapter provides an estimate for the number of housing units needed based on growth projections.

Introduction

Housing and neighborhood composition in West Richland is one of the most important and prominent features of West Richland in its present form. The city is a collection of neighborhoods, each with a slightly different character and identity.

Initially, West Richland was a residential haven for workers that would leave the city for jobs in other locations in Benton County, such as surrounding farms, the Hanford site, and in the cities of Pasco, Kennewick, and Richland. Many who established homes in West Richland did so to live outside of the burgeoning cities, to enjoy a more traditionally rural-oriented lifestyle.

Over the decades, the city has experienced a pattern of platting (subdivision) activity, at a steadily increasing rate.

Some of the changes resulting from neighborhood development have not been fully welcomed by long-term residents of the areas. West Richland is small as compared to the rest of the Tri-Cities, but because of regional growth pressures, the city will need to determine how to retain its livability and character while meeting the housing needs of a growing and changing population.

Population and Household Composition

A. Age of Population

West Richland has a high proportion of children, with over 30 percent of the total population aged nineteen and under. The median age is 36.8 years of age.

Figure H-1 shows the estimated distribution of the population's age, by gender, shown in five-year interval segments. The data is from the Census 2014 American Community Survey, and it shows some very important trends and aspects of the city's population composition according to age. In addition, the chart also shows how the population of Washington State as a whole would be distributed, if the total population were equal to that of the City; the Washington State numbers are shown in thin dark bars. This allows us to compare and contrast the distribution of age cohorts in West Richland, with statewide averages.

It is clear that West Richland is a hub for young families, as the distribution of children aged five to fourteen exceed that of normal counts statewide.

Next, there is a disproportionately small share of persons aged 20 to 29 living in the city. This could be due to young adults moving away from the city to attend college or university, and may also be caused by a lack of housing options for young adults with modest incomes.

There is a significant drop-off of population share between the segment of persons aged 45 to 54 and the segment of persons aged 55 to 59, with a reduction of over 50 percent between those two age cohorts. This is particularly surprising since one would expect the "baby boomer" group to represent higher numbers. This may reveal a trend where persons nearing retirement age tend to move out of the city. On the other hand, this could be caused by a historically lower amount of migration into the city by adults aged 55 and older, with a higher number of new residents in the lower age cohorts moving in to purchase new houses. This may indicate a larger proportion of individuals moving to West Richland to house families, as compared to groups of older couples without children. It may also highlight a need for West Richland housing to provide care to the elderly within the community, or housing options that allow seniors to age in place.

Finally, the smallest age cohorts in the city are persons aged 80 to 84 years of age, and those aged 85 and older. It is not known how many aging persons choose to or must move out of the city, prior to passing away.

West Richland has an overall lower share of adults aged 65 and older as compared to Washington state overall.

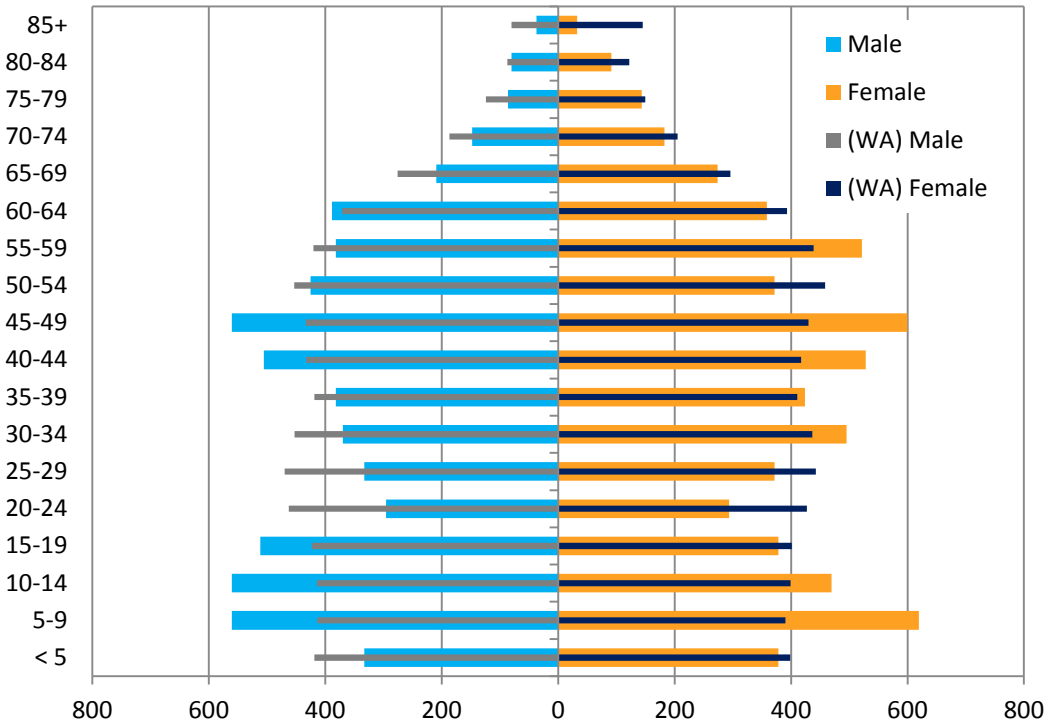


Figure H-1: West Richland Population by Age Segmentation and Gender (2014 Estimate)

B. Household Characteristics

According to the 2010 US Census, the average household size in West Richland is 2.85 persons per household. Table H-1 shows a summary of household attributes for West Richland and Benton County in 2014.

Table H-1: West Richland and Benton County Households (2014 Estimates)

		West Richland	Benton County
Household Income	Median	\$81,778	\$60,589
	Mean	\$93,454	\$77,597
Household Size	One-person	17.5%	25.9%
	Two-person	34.7%	34.2%
	Three-person	17.8%	14.8%
	Four-or-more-person	27.5%	25.1%
Household types	Family households (one or more related or married persons)	78.2%	69.2%
	Multiple person households with no children	4.2%	4.9%

	Single-person households	17.5%	25.9%
Presence of children in households	No related children under 18 years of age	61.6%	65.7%
	With related children under 18 years of age	38.4%	34.3%

The next set of graphs and data addresses measures of income and poverty.

Figure H-2 shows the West Richland annual household income, according to income ranges (which are irregular and arranged according to census measures). Over eleven percent of West Richland households reported an annual income of under \$25,000 while thirty-seven percent of households reported an annual income over \$100,000.

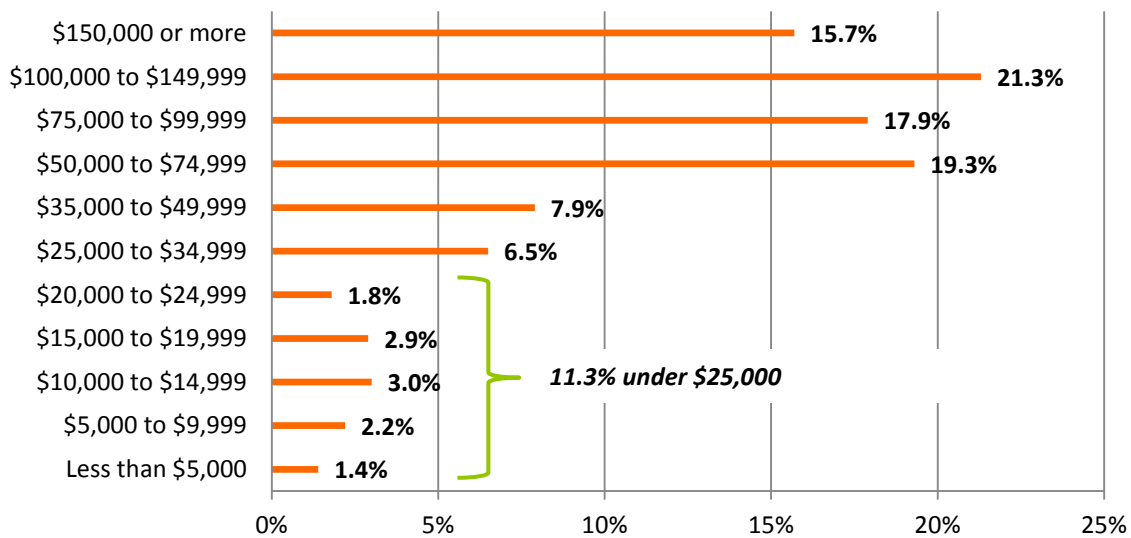


Figure H-2: West Richland Household Income in the Past 12 Months (in 2014-Inflation Adjusted Dollars)

Figure H-3 shows the percentage of households receiving Supplemental Nutritional Assistance Program (SNAP) benefits, or “food stamps.” The data shows that about eight percent of all West Richland households receive food stamps, as compared to fifteen percent of households throughout Benton County and fourteen percent in Washington.

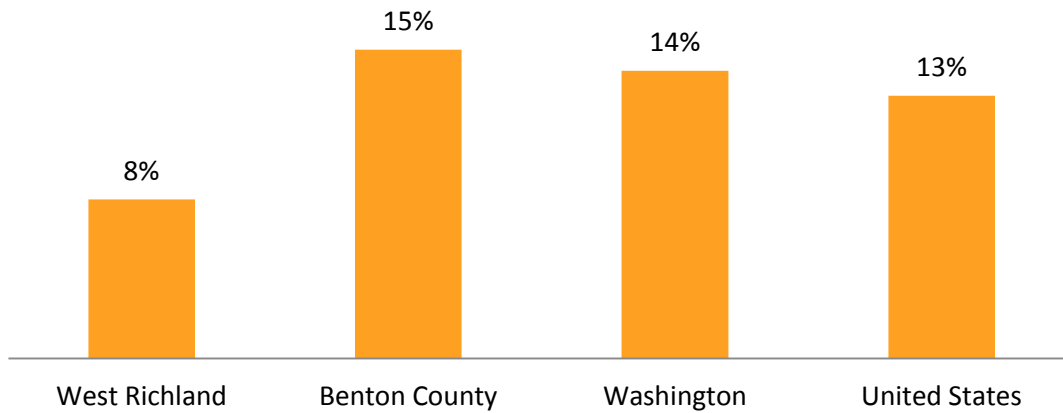


Figure H-3: Percentage of Households Receiving SNAP benefits (2014 Estimate)

Finally, Figure H-4 shows the percentage of persons living below the poverty level in West Richland. About nine percent of people in West Richland are below the poverty level; however, this number jumps to twelve percent when counting only minors. Still, these values are lower than county, state and national averages as shown in the chart.

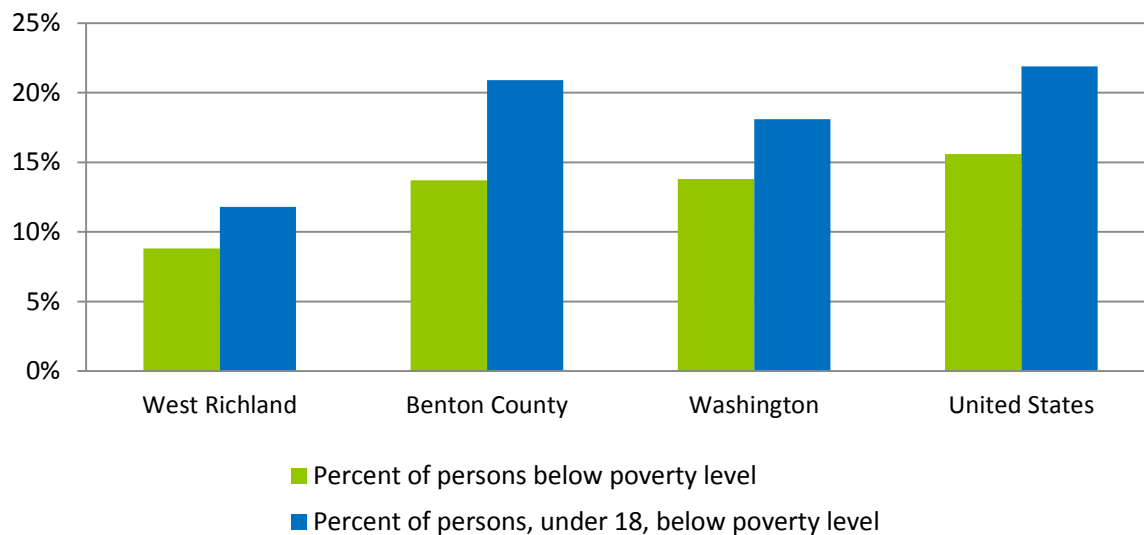


Figure H-4: Percentage of Persons Living Below the Poverty Level (2014 Estimate)

Housing Inventory

West Richland is primarily composed of single-family homes and West Richland housing types include large homes (many exceeding 3,000 square feet) on large lots with shops, hillside estates with views, so-called “starter homes,” apartments, and mobile home communities. Neighborhoods in West Richland display a wide array of densities, lot sizes, and attributes related to general condition and upkeep.

As for multi-family development, the city of West Richland has a few apartment buildings, located on Dallas Road, and on 38th Avenue (south of W. Van Giesen). There are also some condominiums located on 40th Avenue (south of W. Van Giesen), duplex structures on the 4500 block of Paradise Street, multiplexes on Rosencrans Drive, and townhomes on the 200 block of 38th Avenue.

A. Types of Housing

Figure H-5 shows the inventory of single-family homes, multi-family housing units, and mobile (and manufactured) homes over five-year intervals between 1991 and 2016, as estimated by the Washington Office of Financial Management (OFM). The data shows single-family homes have been increasing at a much faster rate than the other two categories, and the construction of single-family housing accounts for the vast majority of growth in the number of dwelling units over the past 25 years.

The figure also reveals the shifting trend in the number of single-family homes in West Richland, as an overall percentage of the housing stock. In 1991, single-family homes accounted for 63 percent of all the housing units in West Richland. The share of single-family homes gradually increased to 79 percent in 2006, and has held steady since that time.

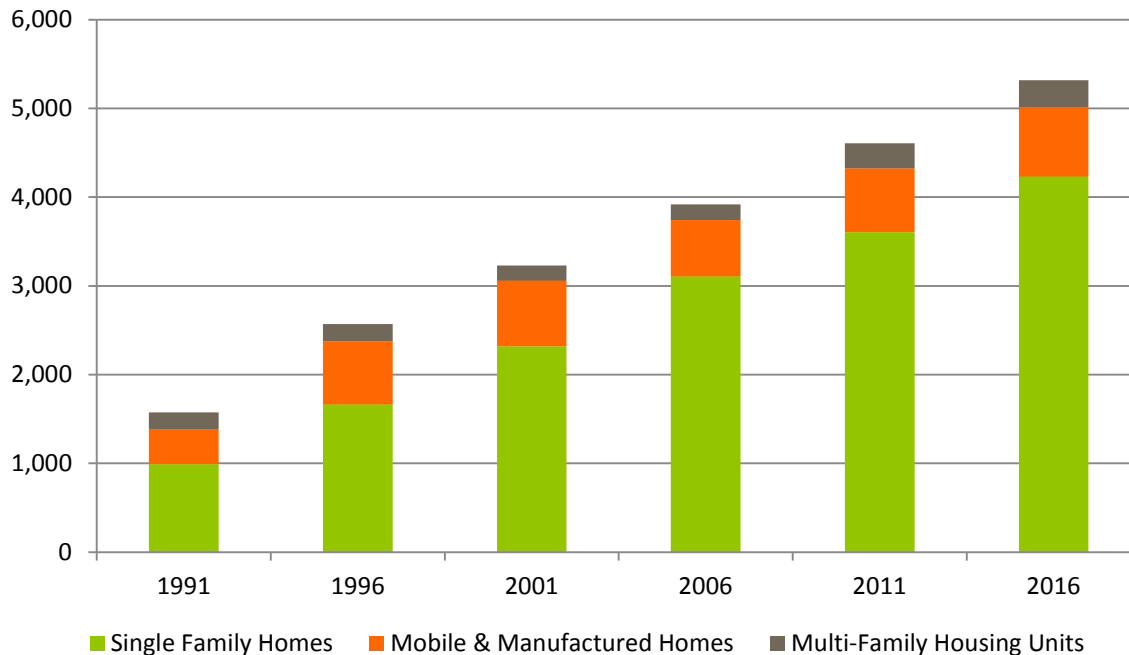


Figure H-5: Inventory of West Richland Dwelling Units, 1991-2016

Source: Washington State Office of Financial Management, Forecasting and Research Division, Postcensal Estimates of April 1 Housing Units, 1990 to Present

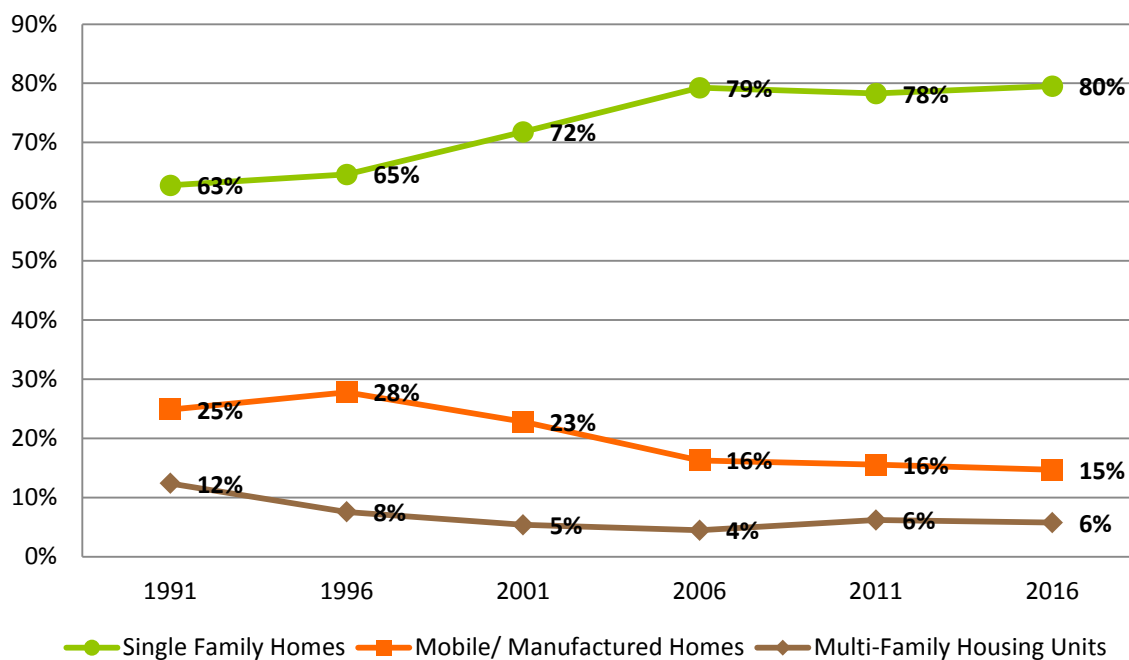


Figure H-6: Distribution of West Richland Dwelling Units, 1991-2016

Source: Washington State Office of Financial Management, Forecasting and Research Division, Postcensal Estimates of April 1 Housing Units, 1990 to Present

B. Housing Stock

Housing Stock Age

The majority of the housing stock (over 63 percent, as of 2012) in West Richland was constructed after 1990.¹ This is a very positive attribute for the city as a whole; because this indicates many of the homes in the city have been built according to recent (and more stringent) residential building and energy codes. This also indicates a smaller share of homes that may have been constructed using hazardous materials, such as asbestos or lead paint, as compared to other communities with an older housing stock.

Figure H-7 shows the distribution by percentage of homes built over the decades:

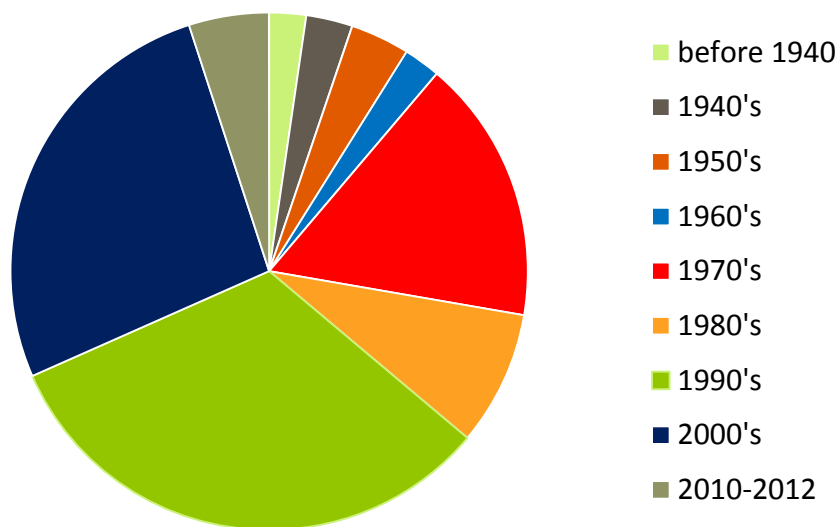


Figure H-7: Housing Stock by Construction Date

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Housing Features

Most homes in West Richland (54 percent) feature three bedrooms. One-bedroom homes account for about two percent of the housing stock, fourteen percent of the homes have two bedrooms, 27 percent of the homes have four bedrooms and nearly four percent have five or more bedrooms, as shown in Figure H-8.

¹ According to the 2010-2014 American Community Survey 5-year estimates (Census)

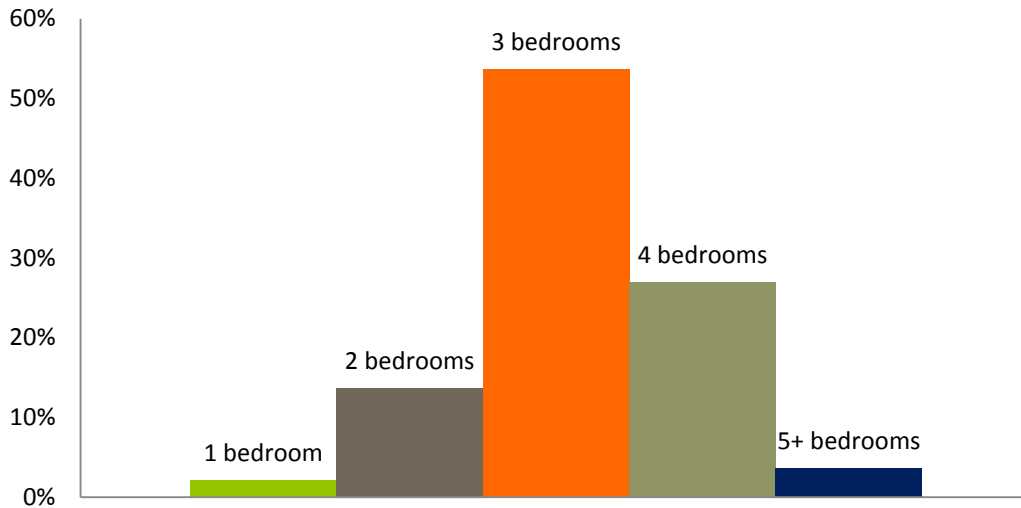


Figure H-8: Number of Bedrooms in West Richland Homes

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

C. Housing Types

Single Family Housing

As stated earlier, single-family housing is the dominate type of housing in West Richland. Between 2010 and 2015, the city processed 757 permits for single-family homes, which indicates that, on average 126, new homes are built every year in the city. According to county tax records, single-family homes in West Richland average 1,917 finished square feet, and have an average assessed value (the total value of the land and all improvements) of \$210,388.

Through the zoning code, the city could establish design standards, and minimal landscaping standards for single-family homes in West Richland. The city periodically adopts updated versions of the international building code, and other codes such as the Washington State Energy Code.

Accessory Dwelling Units

Accessory dwelling units (ADUs) are independent and self-contained dwelling units that are within or attached to a single-family dwelling, or in a detached building on the same lot as the primary unit. These are sometime commonly known as “granny flats” or “mother-in-law apartments,” although the occupancy standards in the city stipulate the age of and number of people who may reside in an ADU through the zoning code.

In the city, ADUs can take on many different shapes and forms, but must always be sized to be subordinate to the main residence and may contain up to one bedroom. In some cases, they are established at the time of construction or a home may be converted to include an ADU

through a re-model or addition. In all cases, the codes specify that ADUs must be site-built and must comply with all applicable building, fire, health, and safety codes.

Currently, the city has a very small number of permitted ADUs (under twenty). The city code regulates characteristics such as the number of bedrooms, occupancy limitations, parking requirements, architectural design, and so forth.

Multi-Family Housing

As shown in Figure H-6, multi-family housing has been gradually gaining an increasing share of the housing stock in West Richland. Apartments and multi-plexes (mostly duplexes) are located in various locations throughout the city. Depending on the size of the development, multi-family housing developments are usually required to include a recreational or community amenity on-site. The city may use strategies to attain more multi-family housing developments such as:

- Parking reductions;
- Density bonuses; and
- Planning for higher densities for undeveloped sites proximate to transit services and schools, using the city's Land Use Map.

Zero Lot Line, Small Lot, and Cottage Housing

The West Richland zoning code specifies a minimum square footage of finished living space for homes within multi-family zoning districts, for duplexes, and for single-family homes (including manufactured homes).

Zero lot line, small lot, and cottage housing can provide an affordable option for housing small families, seniors, and individuals. Sometimes the small units may have shared amenities, such as a common area. The units can provide privacy and other benefits of single-family housing, with a lower cost and lower maintenance typical of attached housing. The clustering of units can increase overall densities.

The city may want to consider making changes to the zoning code to allow for these smaller home options, to achieve goals for providing a wide range of housing options.

Mobile and Manufactured Homes

According to the state OFM forecasting and research division, West Richland was estimated to have 781 Mobile and Manufactured Homes in April 2016, which accounts for 14.7 percent of the total housing stock.

There are several mobile home parks located in the city. Many of these parks are located in zoning districts established for mobile home parks, while others are within other districts as a non-conforming use.

Many advocates contend that mobile and manufactured homes provide important affordable housing options in the community. Others are critical of the housing type, particularly because older units were not built to the current standards and typically depreciate steadily, rather than appreciate like site-built housing. Per state law, the city is rather limited in how it can regulate the placement of manufactured housing through zoning and building codes.

The city can legally enact local ordinances that specify that manufactured homes, sited in certain zoning districts, be new manufactured homes, be set on a permanent foundation, comply with any local design standards that also apply to other homes in the zoning district, be thermally equivalent to the state energy code, and meet requirements for the definition of a designated manufactured home (RCW 35.63.160), which excludes “single-wides.”

Currently the West Richland Zoning Code requires all manufactured homes located outside of specific districts to be newly manufactured.

The city does not have any current policies that differentiate between mobile homes constructed prior to and after the National Manufactured Housing Construction and Safety Standards Act was enacted in 1976 by the US Department Housing and Urban Development (HUD). The Federal Housing Administration (FHA) does not insure mortgages on mobile homes built prior to June 15, 1976, and most mortgage insurance firms follow the same practice.

Decertified manufactured or mobile homes (a former mobile home or manufactured home that no longer qualifies as such, due to completion of the Washington State Department of Labor and Industry decertification process) are neither permitted uses, nor permitted accessory structures under the city’s zoning title. Further, the city requires that factory-assembled structures constructed prior to June 15, 1976 must be inspected and approved by the State L&I Department, prior to issuance of an installation permit, in those locations where they are allowed.

Residential Mixed-Use

The City of West Richland zoning code allows some “mixed-use” residential uses in non-residential zoning districts, on a very limited basis. For example, in a district a residential use may be allowed in connection with a business enterprise as a secondary permitted use, in conjunction to a permitted or conditional use. In all cases, the dwelling units must be constructed in compliance with the Uniform Fire Code and Uniform Building and other requirements apply, according to the zoning district code and requirements.

Group Homes

Assisted Living Facilities

Average life expectancy continues to grow in the United States; according to the centers for Disease Control and Prevention, the life expectancy in 2012 by gender was 81 years of age for

females and 76 years of age for males. The baby boomer generation is now nearing, or at, the typical age of retirement. The city of West Richland can look for ways to provide housing and related services for the aging segments of the population.

Assisted living, memory care, and senior care facilities are some examples of living residential group-homes that accommodate those who can no longer continue to live independently. Additionally, retirement centers offer accommodations for those who prefer to live in group quarters with amenities for aging adults.

The city currently allows assisted-living facilities and retirement centers to locate as a primary permitted uses in certain districts.

Other Group Homes

West Richland allows for licensed “Adult family homes” to locate in multiple residential and non-residential zoning districts. These are homes where personal care and room and board is provided to up to six adults not related to the person providing the services.

“Residential care facilities” are facilities where functionally disabled people are cared for in a residential setting. West Richland currently allows these facilities to locate in many residential and non-residential districts, with an approved conditional use permit.

Affordable Housing

Any of the housing types listed above may qualify as affordable housing, if certain criteria are met. According to the GMA, housing can be considered “affordable housing” when the total housing costs, including basic utilities, does not exceed 30 percent of the income limit (for renters, 50 percent or less of the County median family income, adjusted for family-size, and for owners, 80 percent or less of the County median family income, adjusted for family size for owners).

There is a general perception in among West Richland residents who responded to a survey that there is an adequate amount of affordable housing in the city, as 90 percent of the respondents indicated they felt this was the case.

In accordance with WAC 365-196-410(2)(e)(iii), planning for affordable housing should be done on a regional basis. The Benton County-Wide Planning Policies (Appendix 6) include a discussion of what methods will be used to plan for affordable housing throughout Benton County.

One indicator of housing costs related to affordability is the “Fair Market Rent” for the region. Fair Market Rent is the gross rent estimates (rent plus the cost of all tenant-paid utilities) for privately owned, safe and decent rental housing. It represents the “starting cost” for modest rental units. The Fair Market Rent calculations are primarily used to determine payment standard amounts for the Housing Choice Voucher program, to determine initial renewal rents for some Section 8 contracts and to serve as a rent ceiling in the HOME rental assistance

program. The Fair Market Rent figures, as determined and published by HUD for determined areas, are shown in Figure H-8 for One and Two Bedroom units in Benton and Franklin Counties (combined). As shown in the figure, the Fair Market Rent for one-bedroom living spaces in Benton and Franklin counties, combined, was \$669 in 2016, increasing from \$528, or by 27 percent, since 2008.

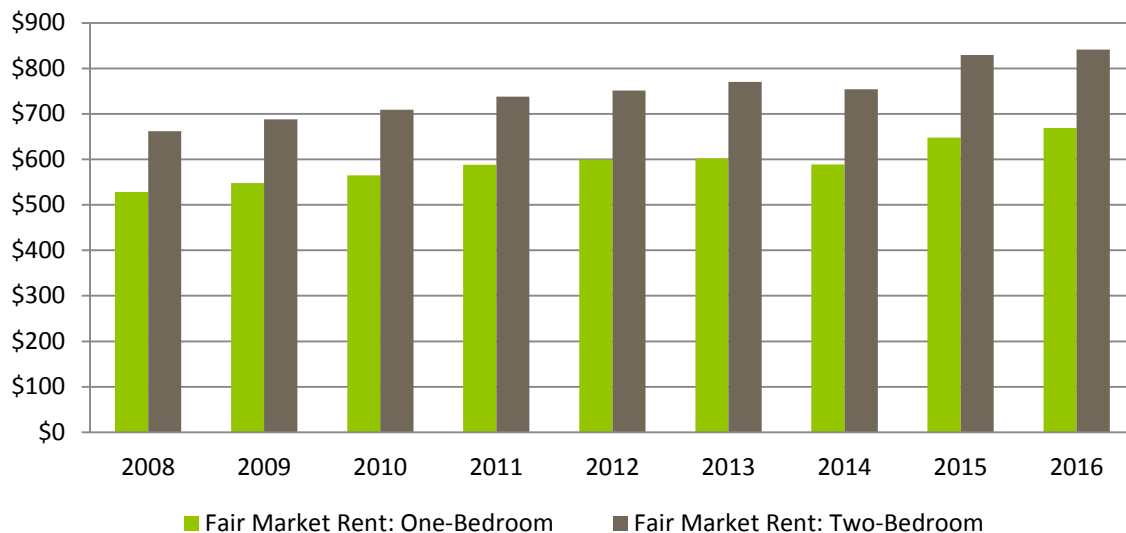


Figure H-9: Fair Market Rent Trends

The City of West Richland does not qualify as an “entitlement community” for direct funding from HUD for Community Development Block Grant (CDBG) funding. Consequently, the city does not currently offer any programs for housing, rehabilitation, or emergency repair. Under current requirements, the city will become a CDBG entitlement community once the population reaches over 50,000 (well beyond the scope of this Plan). In the meantime, the city may pursue CDBG grants administered through the State of Washington Department of Commerce for one-time funds for specific projects to enhance quality of life for low- and moderate-income residents. Therefore, these funds could be helpful in the future to solve specific problems that could occur (i.e., a need to upgrade waterlines in low-income neighborhoods) but would not be sufficient to sustain a long-term housing assistance program.

There is also no *housing authority* program providing rental assistance in West Richland, but such services are offered in the neighboring communities of Pasco, Kennewick, Richland, and Prosser. The Benton-Franklin Counties Department of Human Services does offer some programs that West Richland residents could apply for, and non-government organizations such as the Salvation Army and Tri-City Union Gospel Mission provide programs available locally to provide emergency shelter or housing assistance for those who qualify.

Very-low income families, the disabled, and the elderly who qualify in West Richland may be able to obtain Housing Choice Vouchers from HUD’s Section 8 program. Under the program,

the participants may choose any housing meeting program requirements and a housing subsidy is paid directly to the property owner. There is often a long waiting list associated with the program.

D. Future Housing Needs and Land Capacity

According to growth projections detailed in the “Introduction” chapter, the city is required to plan for 8,069 new residents, which are expected to reside in 2,831 new households, by the year 2037.

Over the next twenty years, West Richland has sufficient capacity to accommodate over 2,831 new housing units, based on land use classifications and buildable capacity, provided that land is offered for sale or platting and converted from agriculture and other uses. The city will not need to annex any additional property or expand its Urban Growth Area in order to accommodate the projected new growth; provided, that development occurs on land that is presently vacant, under-developed, or currently used for agriculture over the next two decades.

However, if market or economic forces prevent lands from being platted and developed, the city could fall short of the ability to accommodate new growth as expected. For example, prices for agricultural products, increased mortgage / lending rates, or changes to lending practices could present pecuniary barriers to the development of future homes.

Housing and Household Trends

This section summarizes key housing and household trends observed in West Richland.

A. Homeownership and Affordability

Figure H-10 shows prices paid for houses sold over the past decade in zip code 99353. Home prices have fluctuated from month to month, but overall prices are increasing at a steady rate. It is important to note that dramatic month-to-month deviations may be caused by shifts in the inventory of houses being listed for sale; for example, when new subdivisions are developed and new homes are offered for sale. The availability of newly-constructed homes in the city is variable and can skew average “sold home” prices. In addition, the construction of new homes may generally increase the prices paid for homes over time, as new homes are typically larger (on a square foot basis) and may generally command a higher price (per square foot) than homes re-sold from the existing inventory, as modern features and more high-end finishes are provided over homes built in the past. Finally, this chart does not feature value changes on a per-square-foot basis.

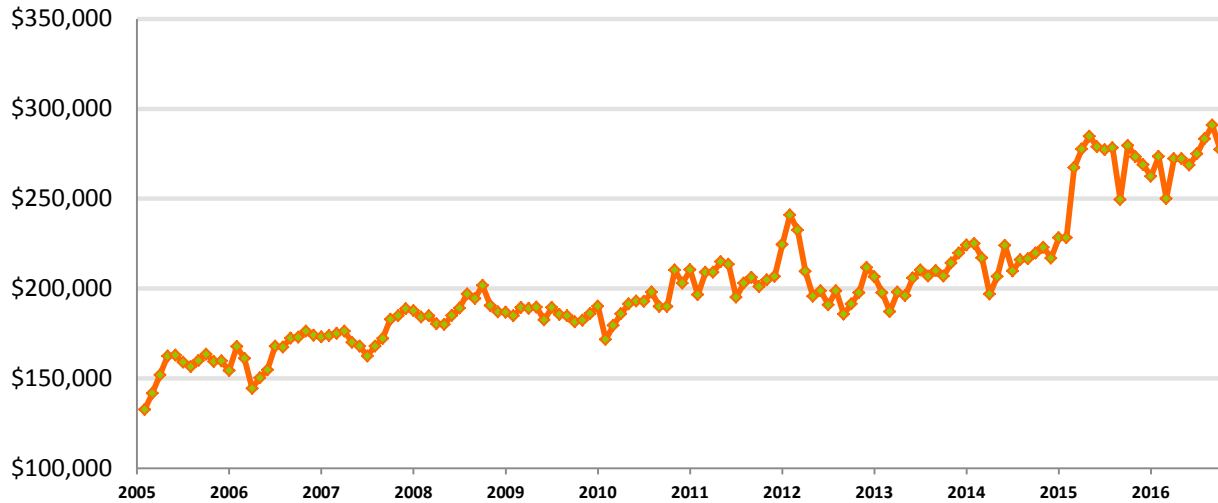


Figure H-10: Homes Sales Prices

Source: Trulia.com; Data is for homes sold in zip code 99353

The overwhelming majority of households in West Richland reside in owner-occupied dwellings, with 83 percent of the households living in owner-occupied housing and the remaining seventeen percent of the households live in renter-occupied housing, as shown in Figure H-11. This indicates a very high rate of home ownership, as the US average was 64 percent, the Washington State average was 63 percent, and the Benton County average was 68 percent for the same period. This high rate of home ownership is highly desirable, as home ownership may foster neighborhood stability and protect against neighborhood decline. Of the owner-occupied units in the city, 71 percent of the units have a mortgage and the remaining 29 percent do not carry a mortgage.

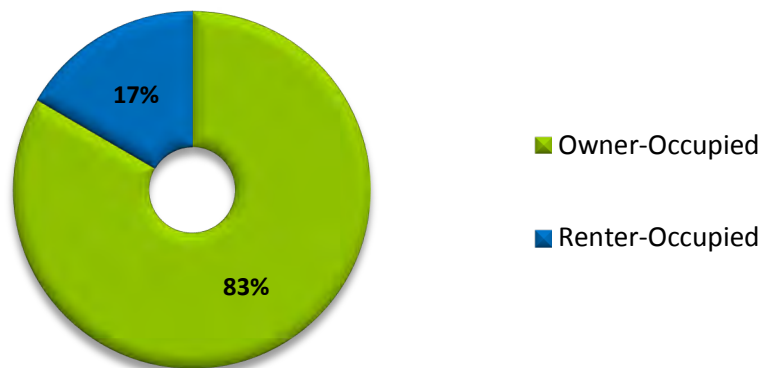


Figure H-11: West Richland Housing Occupancy Status

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

The median monthly owners cost for units with a mortgage was \$1,460 per month and the median monthly owners cost for units without a mortgage was \$416 per month (and the median household income of households residing in owner-occupied housing units was estimated to be \$89,284). The median rent was \$859 per month (and the median household income of households in renter-occupied housing units was estimated to be \$46,513).

The average household size of owner-occupied units is 2.9 persons per unit, which is higher than the average household size of renter-occupied units at 2.59 persons per unit.

B. High Share of Manufactured and Mobile Housing

According to the state office of financial management, forecasting and research division, West Richland was estimated to have 781 Mobile (and manufactured) Homes as of April 2016, which would account for nearly 15 percent of the total housing stock. In contrast, Benton County has 11.5 percent of its housing stock in this category, and Washington State as a whole has 8.3 percent of its housing stock in this category (while that figure drops to only 3.4 percent when accounting for only incorporated areas in Washington State). In conclusion, West Richland has a high proportion of housing which was not built on-site, particularly for an incorporated city.

Many of the mobile homes and manufactured homes in West Richland are located in five parks in the city, including the Desert View Community, which includes 424 spaces, while some additional manufactured homes are located throughout the city on individual lots. The homes exhibit a wide range of physical conditions, and some of the units are well past their useful life. As housing prices and the price of land continue to rise, it is expected that some of the mobile / manufactured home parks in West Richland in or near the downtown may convert to other uses in the future.

C. Recreational Vehicles as Housing

Living in Recreational Vehicles (RVs) is a current practice by some in West Richland. In some cases, short-term residents may reside in an RV on a limited basis – such as during a visit by a visiting family member, or short-term housing while between house moves. In other cases, RV living occurs on a more extended basis, with workers residing in RVs during limited-tenure jobs. Still, others may be living in RVs as that is the only affordable option to them. Limited data exists, although there is some anecdotal knowledge of people choosing to live in smaller housing units – such as RVs - following the economic downturn of the recession in 2008-2009.

The State Legislature passed laws in 2009 that prohibit localities from preventing the entry (or requiring the removal) of a recreational vehicle (RV) used as a primary residence in designated manufactured / mobile home communities.

D. Home Based Businesses

Over the past several years, the city’s planning department has received an average of 90 annual requests for approval of home-based business. The city does not track these requests to determine what businesses are discontinued, relocated, or remain active. However, it is likely that over time the number of home-based businesses or people working remotely from home has increased, as e-commerce and internet communication capabilities increase over time. This trend is expected to continue.

The city processes requests for home-based businesses as either small or large-scale home occupations, and limits the scale, extent, and impacts of such activities according to the adopted zoning regulations.

E. Neighborhood Identity

As West Richland grows, the unique identify of different neighborhoods becomes more perceptible. Figure H-12 includes a map with several (but not all) West Richland neighborhoods labeled.

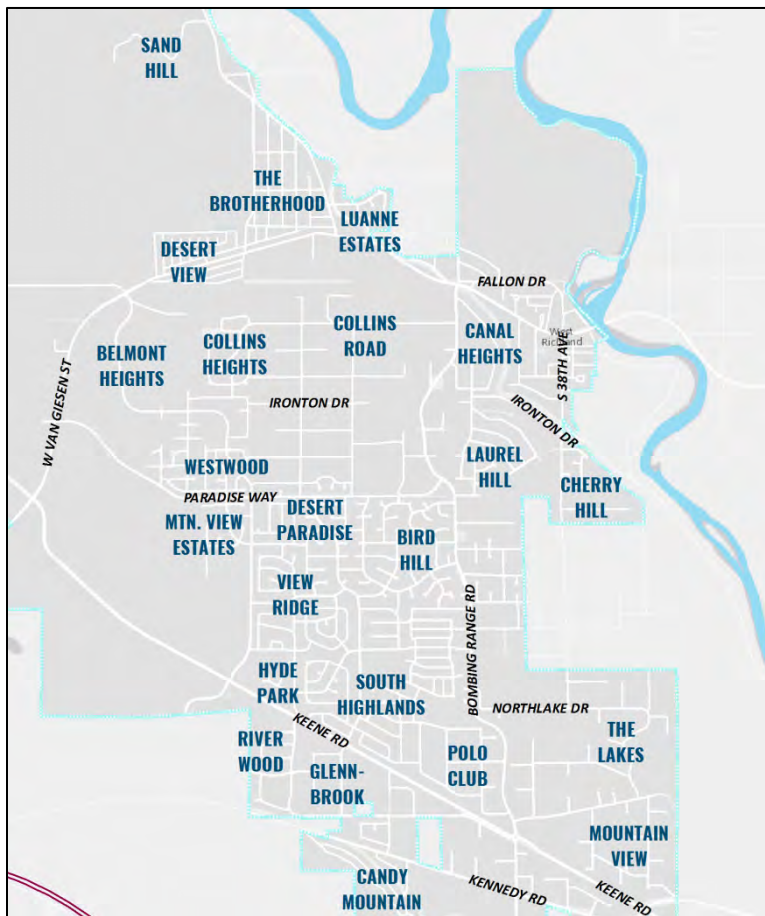


Figure H-11: West Richland Neighborhoods

Housing Goals and Policies

The housing goals, policies, and strategies are provided below.

Additional related goals and policies are located in the Land Use Element of this plan.

Housing Goals:

- A. Promote a variety of residential densities, and housing types.
- B. Encourage a diversity of residential types to provide for all groups in the community.
- C. Encourage development of affordable housing for all segments of the population.
- D. Preserve and enhance established neighborhoods where consistent with the overall City land use plan.
- E. Prevent neighborhood degradation and promote community safety.

Housing Policies and Strategies:

Benton Countywide Planning Policy #15 addresses policies for affordable housing, such as housing for all economic segments of the population, and the parameters for its distribution.

1. Encourage opportunities for home ownership through the availability of a variety of housing types.
 - Encourage a range of housing types and densities including but not limited to: small lot single-family, zero lot line developments, cluster housing, townhouses, duplexes, triplexes, apartments, condominiums, accessory apartments, and manufactured homes, both in parks and on subdivided lots.
2. Allow new manufactured homes (meeting the definition in RCW 35.63.160 and not previously titled to a retail purchaser) to locate in single family zones when they are consistent with city codes, look similar to site-built housing, are thermally equivalent to the state energy code, and are placed on a permanent foundation.
 - Allow manufactured homes, if constructed after June 15, 1976, in Mobile Home zoning districts and mobile home parks, provided they are set on a permanent foundation, are thermally equivalent to the state energy code and meet the requirements of RCW 35.63.160.
 - Do not permit mobile homes constructed prior to June 15, 1976 to be newly located in the city, or moved from one parcel to another.
3. Consider evaluating permit fee waivers and density bonuses for affordable units.
4. Expand opportunities for mixed-use zoning districts that will allow residential uses in combination with other uses and consider encouraging the development of residences above businesses in commercial districts, either as a permitted use or by conditional use permit.

5. Develop mixed-use, higher density districts in downtown West Richland, meeting community goals to develop community identity, vital business and service opportunities, concentration of higher density housing, and multi-modal transportation services.
6. Promote infill development designed to be compatible with existing neighborhoods while creating new housing opportunities.
7. Support efforts of private developers to preserve or develop affordable housing, including housing with on-site services, for very low, low, and moderate-income families.
8. Plan for an adequate supply of land to accommodate projected growth, including but not limited to, affordable housing, multi-family housing, and special needs housing.
 - Consider allowing a variety of multi-family residential housing types, such as townhouses, courtyard buildings, zero-lot line development, small cottages, duplexes, triplexes, and four, six, and eight-plexes in the higher density residential districts.
 - Provide for moderately priced housing ownership through flexible lot sizes, small detached dwellings, townhomes, and condominium housing.
 - Allow retirement centers and assisted living facilities in multi-family residential zones.
 - Review alternative forms of housing development such as density bonuses, and planned unit developments (PUD) to find an effective mix of housing development tools for West Richland.
 - Allow recreational vehicles (RVs) to be used as a primary residence in manufactured / mobile home communities.
 - Allow and accommodate accessory dwelling units in single-family districts.
 - Allow the development of accessory dwelling units on single-family lots. Regulatory guidelines should minimize procedural requirements, while addressing neighborhood compatibility through development, design, and occupancy standards.
9. Achieve a balance of housing types by limiting (through zoning) the establishment of new manufactured home parks within the city, unless the occupancy at the existing parks in the city that are conforming to the zoning code, exceeds 98 percent.
10. Support housing options and services that enable seniors and people with disabilities to stay in their homes or neighborhoods as their needs change.
 - Encourage universal design (homes designed to be usable by everyone to the greatest extent possible, using barrier-free and step-less entries and hallways, hardware that is easy to manipulate, outlets and switches within easy reach, etc.) or retrofitting homes for use by people throughout their lifespan, and the disabled.

11. Work with transit and transportation providers to increase access between special needs housing and community facilities and programs in West Richland and the surrounding area.
12. Promote fair housing for all persons and ensure that no city policies, programs, regulations, or decisions result in housing discrimination.
13. Encourage and support the development of housing for seniors of all incomes. Allow for senior housing and assisted living facilities and support services such as day health.
14. Support housing options, programs, and services that allow seniors and people with disabilities to stay in their homes or neighborhood as their housing needs change, such as encouraging universal design or retrofitting homes for lifetime use.
15. Consider the development of emergency, transitional, and permanent supportive housing and services for the homeless.
16. Provide an exemption from Park Impact Fees for the construction of senior retirement housing centers and for the construction of low-income housing.
17. Accommodate potential needs for housing.
18. Encourage a variety of single-family housing types to facilitate home ownership.
19. Encourage residential uses supporting increased densities, while maintaining the single-family character of existing neighborhoods, such as duplexes and accessory units.
20. Encourage higher density single-family neighborhoods near commercial centers and other facilities/services to support and encourage non-motorized transportation options.
21. Encourage affordable housing for lower income and special needs people including senior housing, group homes, foster care facilities, and housing for disabled residents.
 - Ensure that ample land is available with the appropriate zoning designation to allow for the development of affordable housing.
22. Allow accessory residential units and duplexes in certain residential zones, upon approval of a conditional use permit. Regulatory guidelines should minimize procedural requirements, while addressing neighborhood compatibility through development, design, and occupancy standards.
 - Consider requiring that the design or alteration of a duplex or accessory unit be compatible with the scale and character of adjacent single-family homes, including parking areas and driveways.

- Allow property owners to integrate an accessory dwelling unit into single-family homes or garages.
23. Monitor the city's ability to qualify and apply for funding through CDBG, HOME, and other Federal, State or local funding sources.
 24. Identify and protect the character of established residential neighborhoods.
 25. Encourage new residential developments to be compatible with the scale and character of adjacent single-family areas.
 26. Allow home based businesses, provided they do not substantially increase traffic or cause other negative impacts to the surrounding neighbors.
 27. Continue the Neighborhood Liaison program, which establishes police department relationships to enhance community, citizen interaction, and communication.
 28. Encourage private reinvestment in residential neighborhoods and private rehabilitation of housing by providing information, technical assistance, and referrals to appropriate agencies and organizations.
 29. Promote the use of weatherization programs in existing housing in cooperation with Benton County, Benton REA, or other agencies.
 30. Encourage housing design and development that promotes public safety including "Crime Prevention through Environmental Design" components.
 31. Encourage energy and water efficiency in existing and new housing developments, as addressed in the Utilities Element.
 32. Plan for residential neighborhoods that promote the health and well-being of residents by supporting active living.
 33. Encourage preservation, maintenance, and improvements to existing residential structures. Seek and promote resources that provide financial and other assistance to citizens for maintaining or repairing health and safety features of their homes.
 34. Encourage new developments and redevelopment to be compatible with existing and planned neighborhood character such as through design and landscape features.

PARKS AND RECREATION ELEMENT

Purpose

This element guides the development and stewardship of parks facilities in the city of West Richland. This element lays the groundwork for the future of the city's park system. It includes inventories of existing parks and identifies current and future park needs.

Parks, open spaces, and recreational facilities are important components of the City and add immeasurably to the quality of life. Generally considered the counterparts of residential, commercial, and industrial development, these amenities are typically owned by the City and operated for the benefit of the community at large. The demand for more and varied community facilities and for city-sponsored recreation programs increases as the City expands and living standards rise.

This element serves as an overview for Parks and Recreation in the context of other elements of the Comprehensive Plan, including Land Use, Capital Facilities, and Housing. In particular, this element addresses how development of parks in the city relate to other city activities and planning aspects. This element complements the plans already adopted by the city.

Supporting Plans and Policies

The city has adopted two planning documents related to parks, which are hereby adopted as components to this Comprehensive Plan:

Master Plan Update

The West Richland Parks and Recreation Master Plan Update (2012) provides a guide for future park development. The document provides a detailed approach to maintaining current parks and expanding the parks system, to meet the demands of the growing community.



ADA Assessment and Transition Plan

In 2013, to comply with the Americans with Disabilities Act (ADA) *Standards for Accessible Design*, the City adopted an ADA Assessment and Transition Plan. The ADA Assessment and Transition Plan document guides the planning and implementation of City park facility modifications over the next 20 years and establishes the methodology for continued improvements to the City's parks beyond the 20-year plan. The

ADA Assessment and Transition Plan affirms the City’s commitment to the development and maintenance of facilities that include all of its residents and members of the public.

Mission and Vision Statement

The West Richland Parks and Recreation Mission and Vision Statements were established during the development of the Master Plan Update:

Vision

West Richland provides a quality park system with a diverse range of experiences, preserving local resources, and supporting safe, healthy, and enjoyable lifestyles.

Mission

Parks and recreation in West Richland will reflect the diverse interests and needs of residents. The City will creatively foster local and regional partnerships, encourage community engagement, and remain financially responsible.

Amenities Overview

The City of West Richland is rich with parks including sixteen developed parks with a variety of amenities. The Bombing Range Sports Complex serves as a regional park; four parks are community parks offering a wide variety of activities from sports to concerts. The nine remaining parks are neighborhood parks offering family friendly play areas. Parks feature amenities such as baseball fields, soccer fields, a football field, tennis courts, picnic areas, and playgrounds. West Richland has numerous trails for walking, jogging, and cycling, and some trails are also suited for equestrian use.

Parks Programming and Operations

While West Richland does not currently have a formal recreation program sponsored by the city, many recreational opportunities exist including those offered through programs such as Little League, youth soccer, and youth football. Private organizations run seasonal programs at the local parks. Sports associations providing opportunities for youth and adult recreation within the city include but are not limited to:

- Tri-Cities Youth Soccer Association
- Academy of Soccer Excellence
- Richland Youth Football League
- Columbia Basin Soccer Association
- Greater Richland Little League
- Three Rivers Soccer Club

The city currently administers a registration and reservation program for city parks. Reservations for large-scale community events (such as the annual Hogs and Dogs Family Festival and National Night Out), small personal events (such as birthday parties and retirement celebrations) and sports league usage are all coordinated through the city’s Community Development Department. The department also coordinates registration for use of gardening beds at the city’s community garden. The Community Development Department also provides information to park users on scheduled maintenance and rules and policies for park usage.

The city’s Public Works department is responsible for park maintenance and upkeep, including safety and security features, grass cutting and fertilization, irrigation, tree planting, landscape maintenance, parking maintenance, and maintenance of amenities such as bathrooms and play structures.

West Richland should consider expanding city services and addressing emerging community needs for a formalized recreation program, as future resources allow. Creating a stand-alone Parks and Recreation department will require dedicated and ongoing funding to support staffing and program costs.

Level of Service Standards

The city establishes the following level of service standards for parks. The level of service standards are measures of the minimum amount of a public facility that must be provided to meet the community’s expectations and needs. These standards are used to determine where deficiencies may exist, and to monitor the city’s ability to accommodate new growth. As the city’s population increases, the amount of park amenities must also increase to keep pace with the growth and the level of service that residents expect.

Table PR-1: Level of Service Standards – Parks

Park Type / Facility	Planned Level of Service (per 1000 residents)
Regional Park	2 acres
Community Park	2.75 acres
Neighborhood Park	1.25 acres
Open Space	1 acre
Trails	1 mile

Parks Inventory

The following inventory outlines features and amenities available in West Richland Parks, as of 2017:

Table PR-2: Regional and Community Parks

Name	Key Features	Description / Amenities
<p>Bombing Range Sports Complex 3200 Bombing Range Road</p>	<ul style="list-style-type: none"> ▪ 25 Acres ▪ West lot: 137 paved parking spaces ▪ East lot: 117 paved parking spaces ▪ Restrooms ▪ Clubhouse ▪ Two concessions stands ▪ Electricity available ▪ Transit stop 	<p>This park features four baseball fields with backstops, scoreboard, dugout and fencing, The sports complex also has six soccer fields, a football field with goals and scoreboard, practice areas for baseball, soccer, football, benches, picnic tables, walkways, and large play equipment.</p> <p>Many local sports associations and leagues utilize these fields for practices, games, and tournaments.</p> <p>This park is the site of the annual “Hogs and Dogs Family Festival” and the annual Easter egg hunt.</p>
<p>Flat Top Community Park 4749 W Van Giesen Street</p>	<ul style="list-style-type: none"> ▪ Approx. 10 Acres ▪ 180+ Parking Spaces (paved, shared with park and ride) ▪ Restrooms ▪ Electricity available ▪ Community pavilion with sinks and workroom ▪ Transit stop 	<p>Flat Top Park is the city’s central and flagship park. There are playfields, a tennis/basketball court, swings, small playground equipment, paved pathways, a picnic area, BBQs, and horseshoe pits.</p> <p>A Veterans’ Memorial is located at the park.</p> <p>This park is the site of many annual events including Concerts in the Park, National Night Out, the Harvest Festival, and Carols & Cocoa.</p>
<p>Park at the Lakes Access from 3600 block at Bombing Range Road, or via Lakeside Lane</p>	<ul style="list-style-type: none"> ▪ Nearly 20 acres ▪ 1.54-mile loop trail ▪ 29 Parking Spaces (paved, at Bombing Range Rd Trailhead) ▪ 6 Parking Spaces (paved, at Lakeside Ln. Trailhead) ▪ Two ponds and natural areas 	<p>This park features a paved trail, picnic tables, and benches.</p>

South Highlands Park 2010 Humming Bird Lane	<ul style="list-style-type: none"> ▪ 2.5 Acres ▪ No Parking 	This park features picnic tables, BBQs, play structures, benches, basketball and tennis courts, and dog water stations. There are also bike racks.
Yakima River Gateway Park 3600 W. Van Giesen	<ul style="list-style-type: none"> ▪ Under development: Will be approximately 1.5 acres and include 52 paved parking spaces. 	<i>This park is under development, scheduled to open in 2018.</i> This park will feature a non-motorized boat launch to the Yakima River, public access, viewpoints, parking, paved pathways, and bathrooms. Facilities will be ADA-accessible. Interpretive signage will provide interesting facts about cultural and natural features.

Table PR-3: Neighborhood Parks

Name	Key Features	Description / Amenities
Coyote Park 2401 S. Highlands Blvd	<ul style="list-style-type: none"> ▪ 2.8 acres 	Picnic tables, shelters, play structures, benches, basketball court, horseshoe pits
Edgewater Park 4507 Chelan Drive	<ul style="list-style-type: none"> ▪ Approx. 0.5 acre 	Play structure, swings, horseshoe pits
Glenn Memorial Park 5901 Gray Street	<ul style="list-style-type: none"> ▪ 1.6 acres ▪ 24 parking spaces (shared with the senior center facility) ▪ Bathrooms (located within the senior center) 	Picnic tables, play structure, bathrooms, playfields, benches, basketball courts, and bike racks
Enterprise Park 4900 Spirea Ct	<ul style="list-style-type: none"> ▪ 6 acres ▪ Parking off of Bombing Range Road 	Picnic tables and benches
Grant Court Park 3713 Grant Loop	<ul style="list-style-type: none"> ▪ Approx. 0.1 acre 	Play structure and a bench
Luanne Estates Park Fern Loop	<ul style="list-style-type: none"> ▪ Approx. 0.3 acre 	Play structure
Melinda Park 4313 Melinda Drive	<ul style="list-style-type: none"> ▪ Approx. 0.75 acre 	N/A
Paradise Park 1800 S Highlands Blvd	<ul style="list-style-type: none"> ▪ 1 Acre 	Play Structure
Yellowstone Trail Park 106 Austin Drive	<ul style="list-style-type: none"> ▪ Approx. 0.9 acre ▪ 8 parking spaces 	Picnic bench A community garden with 42 raised garden beds available for rental; handicap accessible plots are also available; the City provides water and garden hoses
Wildcat Park	<ul style="list-style-type: none"> ▪ Approx. 0.2 acre 	Drinking fountain, some picnic tables

Table PR-4: Dedicated Open Space

Name	Key Features	Description
Laurel Hill Addition Open Space Tract King Drive	▪ 6.1 Acres	Open space reserved in subdivision
Enterprise Middle School (NW corner) 5200 Paradise Way	▪ 5.3 Acres	Open space, left undeveloped for squirrel and burrowing owl habitat <i>(Richland School District property)</i>
West Richland Golf Course (portion) 4000 Fallon	▪ 53 Acres - Developed	Developed open space used for recreation. <i>(The West Richland golf course is developed over two parcels; the eastern parcel was acquired via a state grant and is owned by the city; it is leased to the golf course operator.)</i>
Paul Keith Wetland Preserve Off of Keene Road, near W. Lattin intersection	▪ 8.5 Acres	Open Space, natural areas <i>(A paved trail is planned for future development.)</i>

Future developable park areas

The city has identified several areas which could be developed as parks in the future, to include the following:

- *Collins Road Park* – The city has designated approximately 22.5 acres of land owned by the Bureau of Land Management (BLM) for future park development, contingent on acquisition from the BLM and available funding to develop the site. The park would primarily serve as an open space feature, with some trails. The site is rather steep and irrigation would not be used, so there would be no sports fields.
- *Westwood Park* – The city owns 1.5 acres on Topaz Ave in the Westwood Estates subdivision which is reserved for a future park. The city would like to acquire an additional 3.2 acres to the immediate east from the BLM, to combine the parcels for a neighborhood park.
- *Old U-P Railway Tract* – The city owns former Union Pacific Railway right-of-way space on the south end of the city, near the Port of Kennewick’s former raceway site. The tracts are approximately 200 feet in width and create a long strip which could be developed as a 33-acre linear park. There are tremendous opportunities for trail development and other features at this unique site. This space could also be developed as a linear park, and serve as an attractive gateway entrance to the city, for travelers arriving from the new I-82 interchange.

Additional Recreation Space

In addition to the city's park system, residents living in multi-family structures may also have access to additional park-like amenities located in developments, such as swimming pools, playfields, and play structures. These are private amenities not maintained by the city.

The Richland School District properties (such as Enterprise Middle School) feature playgrounds, sports fields, walking tracks, and open space features that are valuable to the community. While school grounds are closed to the public during school hours, some public access is available to the community according to the school district's policies. The Richland School District also allows sports leagues and community groups to reserve sports fields and recreation space.

Trails

Because of their value to the multi-modal transportation network, trails are discussed in detail in the Transportation Element of this plan. Trails also provide an essential value for recreation purposes, and help the community encourage a range of physical activities. Planned and existing trails are shown in Figure PR-1.

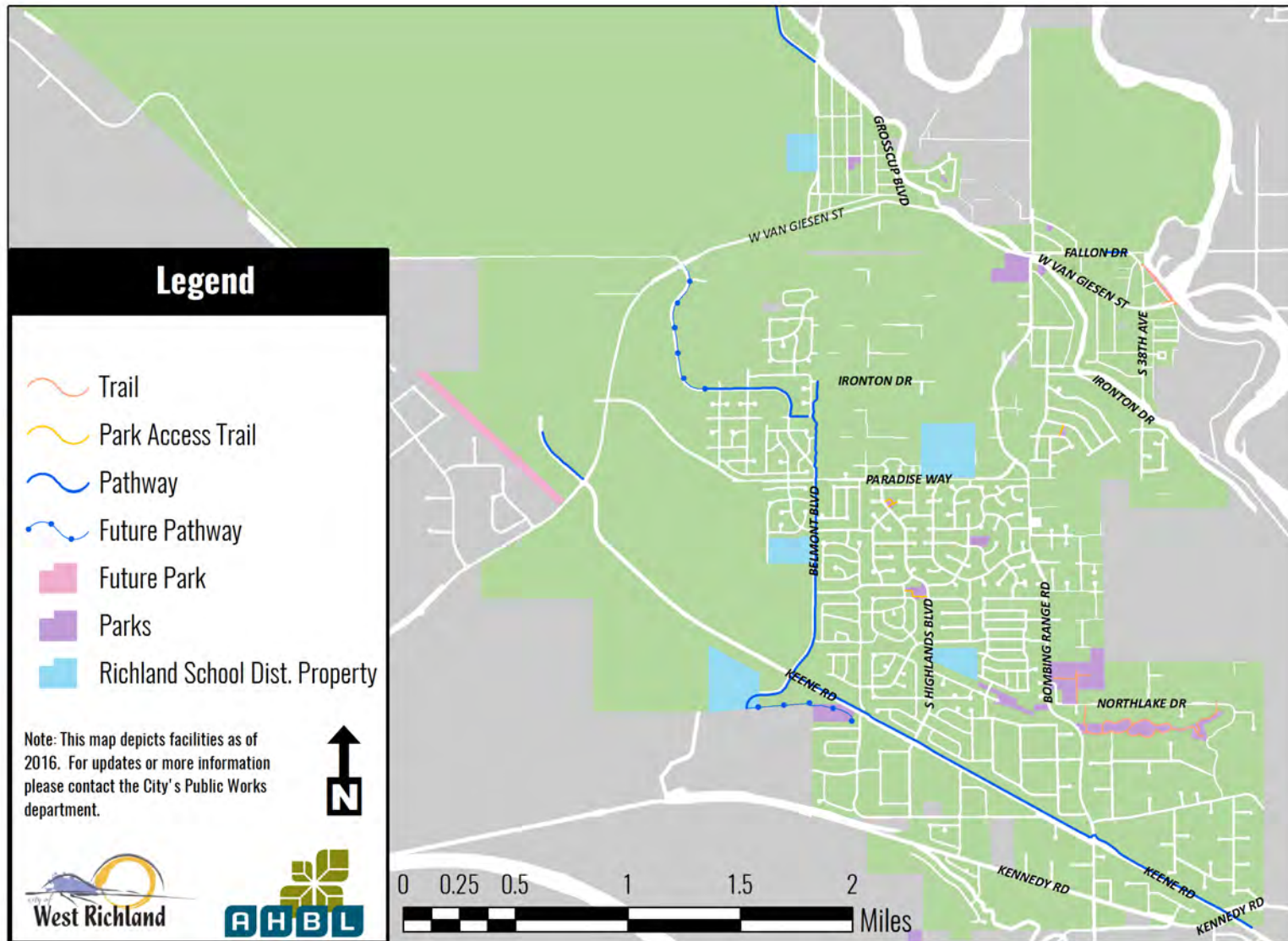


Figure PR-1: Parks and Trails

Parks and Recreation Goals and Policies

The Parks and Recreation goals, policies, and strategies are provided below. Additional related goals and policies are located in the Land Use and Transportation Elements of this plan.

Parks and Recreation Goals:

- A. Provide a variety of well-distributed, accessible parks and recreational facilities for persons of all ages, including individuals with special needs.
- B. Consider creation of a city recreation program.
- C. Develop sustainable funding sources to continue park operations and to provide new parks and recreational opportunities.
- D. Promote efficient use of park, recreation, and open space resources.
- E. Seek grant funding and coordinate development of parks with grant funding.
- F. Maintain and enhance parks, trails, and recreational facilities to promote community interaction, healthy lifestyles, and safety.

Parks and Recreation Policies and Strategies:

1. Plan new parks, and develop parks and recreation programs based on current and anticipated community needs as identified in the City's Parks Plan, and to maintain desired Level of Service (see Capital Facilities Element).
 - Provide parks, trails, and recreational facilities that reflect the ability to serve a diverse public.
 - Upgrade parks, trails, and recreational facilities to address management challenges and to meet the needs of current users.
2. Provide a range of facilities for year-round recreational choices.
3. Design parks, recreational facilities, and programs that meet changing community recreational values and needs.
4. Develop a system of trails and paths connecting local and regional destinations.
 - Provide trails for walking, bicycling, hiking, jogging, and horseback riding.

- Maintain safe trails to provide facilities necessary for the comfort of the public. Design such facilities to be compatible with adjacent land uses and to be aesthetically pleasing.
 - Create trails harmonious and compatible with existing resources and park and recreational facilities.
 - Support the Tapteal Greenway Plan to provide recreational opportunities adjacent to the lower Yakima River Greenway.
 - Establish a regional trails collaboration program that can advance the pursuit of trails that connect communities within Benton County and the Tri-Cities region.
5. Promote citizen involvement in council decisions involving dedication and development of parks and open space.
 6. Promote and encourage the addition of amenities through volunteer projects and initiatives.
 7. Respond to security and safety issues.
 - Ensure safety and security in parks, trails, and recreational facilities that encourages positive use of community amenities.
 8. Work to increase the compliance with ADA accessibility standards.
 - Use the city's approved ADA Transition Plan document to provide guidance over prioritization and schedule for implementation at each park.
 9. Develop communications in marketing and promotion of city parks, trails, and recreational facilities to improve community awareness of programs, services, and facilities, as well as to diversify usage of amenities and expand public feedback opportunities.
 10. Provide programs and services by meeting the diverse needs of city residents.
 - Consider support of recreational program and service providers that utilize City parks and recreational sites and facilities to sustain and expand community participation.
 - Consider an interpretive signage program that interprets the significance of the natural, cultural, and historic resources of parks and landscapes.
 11. Provide a range of programs for year-round recreational choices.
 12. Maximize resources through mutually acceptable partnerships that leverage parks, trails, and recreational facility development and program opportunities.
 - Develop a sustainable partnership with an established non-profit organization to leverage private sector funding to support select capital projects and programs.

- Play an active role in the network of park, trail, and recreational services and opportunities available to residents, organizations, and businesses in West Richland and the surrounding area.
13. Collect and expend Park Impact Fees to provide new park facilities and amenities, to acquire new land for parks and recreational trails, and to construct new recreational trails, in order to maintain level of service standards for a growing population.
 14. Develop a comprehensive cost recovery plan for programs, services, and facilities that appropriately balances public funding support with earned revenues, and that balances affordability in the programs and services of the City.
 15. Manage facilities and programs consistent with the financial goals and policies of the City.
 - Seek alternative funding policies and procedures that support capital and operating expenses.
 - Maximize the capability of new and existing technology to enhance business practices.
 - Consider the creation of a Metropolitan Park District.
 16. Consider potential future and current needs of private recreational facilities and programs when planning, designing, and locating City facilities.
 17. Coordinate and participate in regional efforts for the promotion of parks, recreation, and open space with other agencies and jurisdictions.
 - Continue participation in regional events, subject to funding.
 - Consider a formalized on-going community outreach strategy to expand awareness of parks and recreation services offered to the community.
 18. Pursue dedication of private land to facilitate access to, or continuity of, the park system.
 19. Develop landscaping and landscape maintenance standards to best use capital, labor, climate, and natural resources in beautification and administration of City parks and recreational facilities.
 - Promote the use of native and drought-tolerant landscape plantings.
 - Plant appropriate trees in City parks through the development and implementation of a tree plan, including a list of recommended trees.
 20. Administer a park reservation system to serve the community's needs.
 - Assist local leagues and recreational sports groups to reserve fields and facilities for their sports seasons.
 - Review and update terms of agreements with existing partners utilizing City of West Richland parks and facilities for public or private events.

21. Continue to seek state funding sources to develop parks and recreational amenities.
22. Care for and enhance the quality of current park sites, facilities, and amenities of the City of West Richland Parks and Recreation System.
23. Pursue responsible new improvements of the parks, trails and recreational facilities in areas of the greatest growth and unmet needs.
24. Leverage a variety of resources to support capital and operational needs of the City of West Richland Parks and Recreation System.
25. Ensure proper maintenance and upkeep of parks and park amenities funded through grant funding, and ensure that all public access and use standards are continued according to the grant agreement and/or recorded covenants.
26. Establish local standards and utilize applicable state standards for new parks and trails.

TRANSPORTATION ELEMENT

Purpose

This Transportation Element establishes West Richland’s transportation goals and policies for a twenty-year planning period. It provides guidance for transportation decisions regarding annual plan updates (including the Six-year Transportation Improvement Plan, the Six-Year Capital Improvement Plan, and the biennial budget). It also provides guidance for development review and approval, land use and zoning decisions, and continuing transportation programs. Road improvements planned are based on the land use expectations from the land use section of this plan. The safe and efficient movement of people and goods is the fundamental goal of the Transportation Element.

The purpose of the Transportation Element is to:

- Provide an inventory of the city’s existing motorized and non-motorized transportation facilities;
- Establish Level of Service (LOS) Standards and Guidelines to measure the adequacy of those facilities;
- Evaluate the capacity of existing motorized and non-motorized transportation facilities;
- Provide a long-range forecast of future transportation demand for facilities and services to adequately support the land uses established on the city’s Land Use Plan and historical trend data;
- Provide an implementation strategy identifying specific projects needed to address existing and future transportation needs, including a Six-Year Capital Improvement Plan illustrating a multi-year finance strategy and the city’s commitment and ability to provide those facilities; and
- Include policies to ensure that adequate transportation facilities are available to meet anticipated demand.

State and Federal Requirements

The Washington State Growth Management Act (GMA) includes mandates as to what must be included within the Transportation Element. In addition to requiring that this element be consistent with the Land Use Element of the Comprehensive Plan, the GMA requires that this element include the following:

- Land use assumptions used in estimating travel;
- An inventory of state and local transportation facilities and services;
- Level of Service standards and actions necessary for local transportation facilities and services to meet standards;
- Identification of the local and state transportation system needed to meet current and future travel demands;
- A multi-year finance strategy that balances needs against available funding;
- Intergovernmental coordination and impact assessment; and
- Strategies for reducing travel demand.

The Washington Administrative Code (WAC 365-196-430) also provides guidance on two GMA requirements:

- Consistency between the elements of Benton County’s GMA-compliant comprehensive plan and the comprehensive plans of the cities within its borders; and
- Consistency between the land uses established in the Land Use Plan and the transportation improvements identified in the Transportation Element needed to serve the land uses.

The City of West Richland’s Transportation Element contains all of the GMA required elements.

At the federal level, the Americans with Disabilities Act (ADA) was signed into law in July 1990 and updated in 2010. The law requires that communities develop an ADA Transition Plan to ensure that the transportation system, other publicly provided capital facilities, and city services are accessible to all. The City adopted its ADA Transition Plan in 2013, which was reviewed in development of this Element.

Referenced Documents

The following City plans, documents, and ordinances inform the Transportation Element:

- West Richland ADA Title II Self-Evaluation & Transition Plan (2013)
- 2016 Regional Active Transportation Plan for Benton and Franklin Counties
- West Richland Pavement Management Program Budget Options Report (2013)
- 2016 – 2021 Six Year Transportation Improvement Program

- City of West Richland Ordinance No. 18-08 (2008 Bicycle Plan)
- City of West Richland Ordinance No. 2-10 (Mitigation of Development Impacts on the City’s Transportation System)
- City of West Richland Ordinances No. 13-16 and 25-16 (Transportation Impact Fees)
- City of West Richland Ordinance No. 15-16 (Complete Streets Policy)
- Ben Franklin Transit 2016 – 2021 Transit Development Plan

Level of Service Standards and Guidelines

To determine the existing and projected capacity of transportation facilities, two different schemes have been established: Level of Service Standards and Level of Service Guidelines.

Level of Service Standards

The GMA requires the city to establish Level of Service Standards for all arterial streets. Level of Service Standards are binding requirements subject to the concept of concurrency under the GMA. Briefly summarized, the GMA prohibits jurisdictions from approving a development if the development causes the Level of Service to decline below the minimum standard adopted for a specific transportation facility, unless improvements or strategies to accommodate the impacts of development are made concurrent with development. Further, the GMA defines “concurrent with development” as the required improvements or strategies in place at the time of development, or a financial commitment to complete the improvements or strategy within six years.

A six-year Capital Improvement Plan that details the city’s commitment and ability to achieve the established Level of Service Standards is discussed in the Capital Facilities Element of the city’s Comprehensive Plan.

Level of Service categories for arterial streets are described in Table T-1.

Table T-1 – Level of Service Category Descriptions

Level of Service	Description
<u>Level of Service A</u>	Describes a condition of free flow with low volumes and high speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal.
<u>Level of Service B</u>	Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.
<u>Level of Service C</u>	In the range of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream, and maneuvering within the traffic stream requires

	substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
<u>Level of Service D</u>	Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
<u>Level of Service E</u>	Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.
<u>Level of Service F</u>	Describes forced or breakdown flow at very low speeds and long delays. Volumes exceed theoretical capacity. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Operations within the queue are characterized by stop-and-go waves which are extremely unstable.

Source: Benton Franklin Council of Governments

Level of Service Guidelines

Although not required by the GMA, Level of Service Guidelines are established for other transportation facilities provided by the city. These include sidewalks, trails, bicycle lanes, and transit service and amenities. Level of Service Guidelines, in contrast to Level of Service Standards, are not subject to concurrency and are used as general recommendations for guiding the design and development of the remaining transportation facilities. Several transportation facilities subject to the Level of Service Guidelines are funded within the six-year Capital Improvement Plan.

Land Use Assumptions

Land use assumptions for the Transportation Element include information contained in other elements of the Comprehensive Plan, including the Land Use Element. Key assumptions include:

- Because the city anticipates an average of six residential units per acre of land by 2037, over 500 acres of land will need to be developed within the city in order to house, employ, and provide shopping and other needed services.
- At this time and given present circumstances, the city does not anticipate making any requests for an expansion to its UGA during this 20-year planning period.

- The city’s population and employment growth will continue in accordance with the Office of Financial Management’s 2037 population projections, as allocated by Benton County in coordination with local jurisdictions.
- West Richland and the surrounding unincorporated Benton County area will grow according to projections and targets.
- Areas designated as residential, commercial, mixed-used, and industrial in the Land Use Element will continue to develop at the prescribed densities and be the primary land use in those areas.
- The traffic volume growth on the City’s roadway system will be determined using the Benton Franklin Council of Governments’ (BFCOG’s) regional travel model with the West Richland Land Use Element and the regional land use targets provided by the city as model inputs.
- West Richland’s established LOS standard for all City streets is “D” or better under PM peak-hour traffic conditions. (This is also the LOS standard that is adopted in the Regional Transportation Plan.)

Inventory and Level of Service Analysis

Transportation facilities addressed in the Transportation Element include:

- Streets and Street System
- Sidewalk System
- Bicycle lane System
- Pathways / Trails System
- Transit System (Service, Facilities and Amenities)

The next section provides an inventory of the existing transportation facilities located within the city and an analysis of their current capacity in relation to established Level of Service Standards and Guidelines.

Streets and Street System

Functional Classifications

Functional classification is the process by which streets are grouped according to the character of the service they are intended to provide. Functional classification defines the nature of vehicular movement through a network of streets in a safe, logical and efficient manner. The City of West Richland Municipal Code Section 12.01 defines five street functional classifications – principal arterial, minor arterial, arterial collector, neighborhood collector, and local street.

The classification of each city street is defined by Resolution 38-16, and an inventory of current roadway facilities is provided in **Table T-2**.

Principal arterials are inter-community streets that are primarily used for traffic movement. Service to abutting land is subordinate to the provision of travel service for major traffic movements. General characteristics of principal arterials include moderate to high speeds that are generally 35 to 50 mph, high traffic volumes (greater than 16,000 vehicles per day), designated as limited access facility per WRMC 10.24, and prohibited street parking. Principal arterials are usually spaced about one mile from one another.

Minor arterials are inter-community streets that are primarily intended to provide traffic movement and secondly used for land access. General characteristics of minor arterials include moderate speeds that are generally 30 to 40 mph, moderate to high traffic volumes (approximate range of 4,000 to 16,000 vehicles per day), some restriction on traffic movements and driveway spacing, typically designated limited access facility per WRMC 10.24, and street parking is generally prohibited. Minor arterials are usually spaced about one mile from one another.

Arterial collector streets primarily function to collect and distribute traffic between principal arterial streets and minor arterial streets. Arterial collectors provide for both land access and traffic mobility. General characteristics of arterial collector streets include low speeds that are generally 25 to 35 mph, low to moderate traffic volumes (approximate range of 1,500 to 6,000 vehicles per day), some restrictions on traffic movements, driveway spacing, and limited on street parking. Arterial collectors are usually spaced approximately one-quarter mile from one another.

Neighborhood collector streets serve as primary access between residential developments or subdivisions and the arterial or arterial collector streets. Neighborhood collector streets provide for both land access and traffic mobility, collects traffic from local streets in residential neighborhoods and distributes it into arterial system, directly serves traffic generators within a neighborhood such as a church or school, and serves little or no through traffic generated outside of the residential area. General characteristics of neighborhood collector streets include low speeds that are generally 25 to 30 mph, low to moderate traffic volumes (approximate range of 1,500 to 4,500 vehicles per day), few access controls, and on-street parking is generally permitted. Neighborhood collectors are usually spaced about one-quarter mile apart.

All streets or parts of streets not designated as principal arterial, minor arterial, arterial collector, or neighborhood collector are classified as **local streets**. The primary function of local streets is to provide land access with a secondary function of traffic movement; service to through-traffic generated outside of the neighborhood is deliberately discouraged. General characteristics of local streets include low speed (25 mph), low traffic volumes (typically under 1,500 vehicles per day), few access controls, and on-street parking is generally permitted.

The city has designated certain streets within the city as being limited access in the interest of

public safety and for the preservation of the public’s investment in the city’s roadway system. A “limited access street” is designed for through traffic, and over, from, or to which the owners or occupants of abutting land or other persons have no right or easement of access to said roadway.

It should be noted that the Washington State Department of Transportation (WSDOT) and Federal Highway Administration (FHWA) maintain their own functional classification designations to serve as the official record for Federal-aid highways and the basis for designation of the National Highway System. State and federal agencies provide and award grant funding on the federal classification designations.

The city classifies roadways based on future use to inform residents and business of the future roadway characteristic.

Street System Facilities - Inventory

As of July 2016, the city owned and/or maintained approximately 140 lane miles of local streets, 6.6 lane miles of neighborhood collectors, 1.6 lane miles of arterial collectors, 32 lane miles of minor arterials, 21 lane miles of principal arterials and state highways for a total of 201 lane miles of roadway. **Figure 1- Roadway Functional Classification** illustrates the location, layout, and functional classification of dedicated public streets within the city. **Table T-2 – Inventory of Existing Streets** provides a detailed breakdown of this roadway inventory.

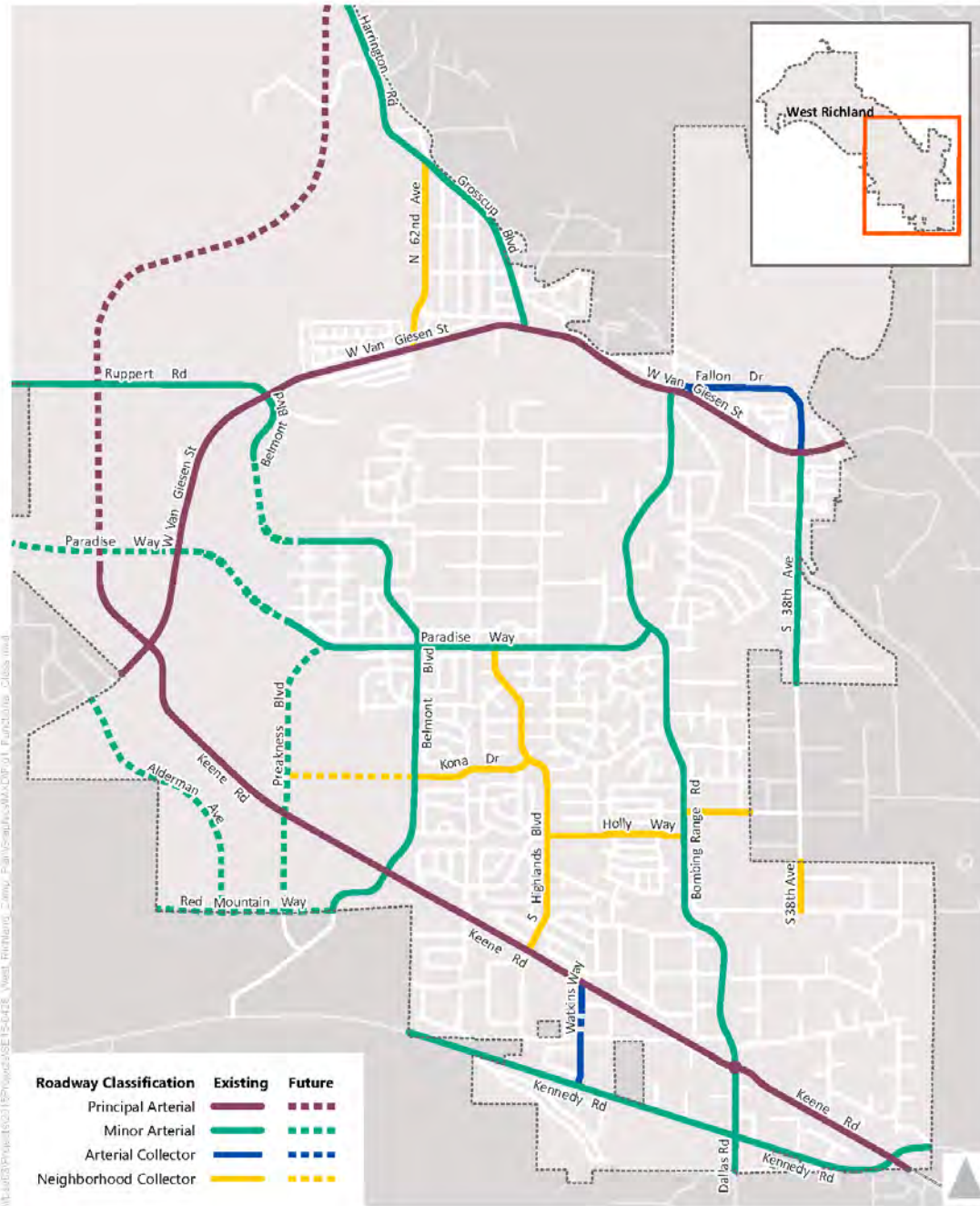


Figure 1
Roadway Functional Classification

Table T-2 – Inventory of Existing Streets

Street	Origin and Terminus	Lane Miles	City Classification
Van Giesen Street (SR 224)	West City Limits to East City Limits	11.1	Principal Arterial (Limited Access)
Keene Road	1,900 feet north of Van Giesen Street to East City Limits	9.9	Principal Arterial (Limited Access)
Bombing Range Road	Van Giesen Street to Kennedy Road	6.2	Minor Arterial (Limited Access)
Dallas Road	Kennedy Road to South City Limits	0.2	Minor Arterial (Limited Access)
Kennedy Road	West City Limits to East City Limits	3.6	Minor Arterial (Limited Access)
Belmont Boulevard	Onyx Avenue to Keene Road	4.4	Minor Arterial (Limited Access)
Paradise Way	Onyx Avenue to Bombing Range Road	3.9	Minor Arterial (Limited Access)
S. 38 th Avenue	Van Giesen Street to South City Limits	1.6	Minor Arterial
Grosscup Boulevard	N. 62 nd Ave to Van Giesen Street	2.4	Minor Arterial
Harrington Drive	West City Limits to N. 62 nd Avenue	3.4	Minor Arterial
Ruppert Road	West City Limits to Van Giesen Street	5.6	Minor Arterial
Mt. Adams View	Bombing Range Road to East City Limits	0.6	Minor Arterial
Fallon Drive	Van Giesen to S. 39 th Avenue	1.0	Arterial Collector
S. 38 th Ave	Fallon Drive to Van Giesen Street	0.4	Arterial Collector
Watkins Way	Keene Road to Kennedy Road	0.2	Arterial Collector
S. Highlands Boulevard	Paradise Way to Keene Road	2.6	Neighborhood Collector
Holly Way	S. Highlands Boulevard to Bombing Range Road	1.0	Neighborhood Collector
S. 38 th Avenue	North City Limits to Northlake Drive	0.4	Neighborhood Collector
Kona Drive	Belmont Boulevard to S. Highlands Boulevard	1.0	Neighborhood Collector
N. 62 nd Avenue	Grosscup Boulevard to Van Giesen	1.6	Neighborhood Collector
All other roadways		140.0	Local Streets

In the areas known as Willamette Heights Section 6 and Section 8 (discussed in the Land Use Element), travel occurs primarily on unimproved “access easements” rather than on “local roads.” The City does not maintain roadways that are not improved to City Standards.

SR 224 / Van Giesen Street is part of the WSDOT Freight and Goods Transportation System and according to the state experiences between 300,000 and 5,000,000 tons of freight traffic annually through the City of West Richland.

Street System Facilities - Capacity

The existing capacity of the city's street system can be measured by comparing the current Level of Service to the established minimum Level of Service Standard. All roadways exceeding the Level of Service Standard of "D" (i.e. Level of Service Standard "E" or "F") will be considered deficient and in need of capacity and/or operational improvements.

Street System Facilities – LOS Determination

The city's roadway system currently meets or exceeds the adopted Level of Service Standard D. As future development impacts the Level of Service of the City's roadway system, transportation system improvements and/or strategies to maintain the Level of Service will be necessary over the 20-year planning period. The GMA requires that LOS standards be regionally coordinated. This coordination will continue to occur through the BFCOG; the Regional Transportation Planning Organization (RTPO) for the area.

Sidewalk System

Sidewalk System - Inventory

As of July 2010, the City's pedestrian sidewalk system consists of approximately 75 miles of public sidewalks.

Level of Service Guidelines for Sidewalk Facilities

The adequacy of the sidewalk system is measured by comparing the inventory of facilities with the adopted Level of Service Guidelines. The following Level of Service Guidelines is established to assess the adequacy of the City's sidewalk facilities:

- Local, collector, minor arterial and principal arterial streets, and state highways should have sidewalks along both sides, where practical and appropriate. Sidewalks on local streets within a low-density residential zone or sidewalks on local streets with less than 50 feet of road right-of-way are considered impractical. Installing a separated pathway or sidewalk on only one side of a principal and minor arterials designated limited access is considered appropriate.
- All sidewalks shall comply with the Federal American with Disabilities Act (ADA) design requirements.
- Sidewalks shall be "transit oriented" (i.e., located to connect neighborhoods to transit stops and include pedestrian boarding shelters where appropriate).

Sidewalk System – LOS Determination

The City's sidewalk system was evaluated in relationship to the established Level of Service Guidelines and has been found to be generally in compliance with the guidelines; however, the

following street sections currently lack adequate sidewalks:

LIST OF STREETS WITHOUT ADEQUATE SIDEWALKS OR ADJACENT PATHWAYS:

Kennedy Road	(Keene Road to Sunlake Court)
Kennedy Road	(Angel Lake Court to West City Limits)
S. 47 th Ave	(Kennedy Road to Truss Factory)
Arena Road	(Kennedy Road to Dallas Road)
Fallon Drive	(N. 39 th Ave to Fallon Place)
Harrington Road	(N. 62 nd Ave to City Limits)
Ruppert Road	(SR 224 / Van Giesen to West City Limits)
N. 46 th Ave	(SR 224 / Van Giesen to North City Limits)
S. 42 nd Place	(All)
Butte Court	(All)
S. 38 th Ave	(Grant Street to South City Limits)
King Drive	(S. 45 th Ave to Maple Lane)
SR 224 / Van Giesen Street	(Bombing Range Road to West City Limits)
Keene Road	(Belmont Boulevard to SR 224 / Van Giesen Street)
Bombing Range Road	(Twin Lake Court to Kennedy Road)

New developments and road improvement projects have facilitated the construction of sidewalks in areas where none had previously existed. Sidewalk facilities for the street sections listed above are necessary to meet the established Level of Service Guidelines. As new development, redevelopment, local improvement district (LID), and city roadway projects occur, sidewalks or separated pathways should be constructed to meet the Level of Service Guidelines and the city’s Complete Streets Policy. Additionally, sidewalk and crossing projects to improve accessibility for individuals with disabilities shall be provided pursuant to the West Richland ADA Title II Self-Evaluation & Transition Plan (2013).

Bicycle Lane System

Bicycle Lane - Inventory

The City’s Bicycle Lane System consists of approximately 7.5 miles of roadway with bicycle lanes. These bicycle lanes are typically located on principal and minor arterials, but may be located on arterial or neighborhood collector streets. Bicycle lanes provide adequate space for bicycle travel separate from motor vehicle lanes.

INVENTORY OF BICYCLE LANES:

Bombing Range Road	(SR 224 / Van Giesen to Keene Road)
Keene Road	(Kennedy Road to Bombing Range Road)
Keene Road	(SR 224 / Van Giesen to Pacific Rim Winery)
Dallas Road	(Kennedy Road to Arena Road)
Paradise Way	(Bombing Range Road to Onyx Drive)
Belmond Boulevard	(South City Limits to Onyx Drive)

Level of Service Guidelines for Bicycle Lane Facilities

The adequacy of the bicycle lane system can be measured by comparing the inventory of facilities with the adopted Level of Service Guidelines. The following Level of Service Guidelines are established to assess the adequacy of the City's bicycle lane facilities:

- Bicycle lanes should be located along both sides of all state highways, principal arterials, and minor arterials, where practical.
- Bicycle lanes should be provided where possible to interconnect with adjoining jurisdictions' existing or planned bicycle lanes.

Bicycle Lane System – LOS Determination

The city's bicycle lane system has been evaluated in relationship to the established Level of Service Guidelines and has been found to be generally in compliance with the guidelines; however, the following street sections currently lack adequate bicycle lane facilities:

LIST OF PRINCIPAL & MINOR ARTERIAL STREETS WITHOUT BICYCLE LANES:

SR 224 / Van Giesen	(Yakima River Bridge to Keene Road)
Keene Road	(Bombing Range Road to SR 224 / Van Giesen)
Kennedy Road	(Keene Road to West City Limits)
S. 38 th Ave	(SR 224 / Van Giesen to Orchard Street)
Grosscup Blvd	(SR 224 / Van Giesen to N. 62 nd Ave)
Harrington Drive	(N. 62 nd Ave to North City Limits)
Ruppert Road	(SR 224 / Van Giesen to West City Limits)
Bombing Range Road	(Keene Road to Kennedy Road)

City road improvement projects have facilitated the construction of bicycle lanes in areas where none had existed prior. Bicycle lane facilities for the street sections listed above are necessary to meet the established Level of Service Guidelines. As city roadway projects occur, bicycle lanes should be constructed to meet the Level of Service Guidelines and the City's Complete Streets Policy.

Pathways and Trail System

Existing Pathways and Trail System - Inventory

The city's pathway and trail system consists of approximately 6.2 miles of improved pathway

and trail facilities. These facilities are typically located within road right-of-way, open spaces, parks, utility corridors and pathway easements. These facilities are intended to be used by both pedestrians and bicyclists. The pathways and trails act as alternative transportation corridors connecting users to destination points such as parks, commercial developments, residential developments, Yakima River, transit centers, medical facilities, library, etc.

INVENTORY OF PATHWAY AND TRAIL SYSTEM:

Keene Road	(Kennedy Road to Belmont Boulevard)
Keene Road	(SR 224 / Van Giesen to Pacific Rim Winery)
Belmont Blvd.	(South City Limits to Onyx Avenue)
Harrington Drive	(N. 62 nd Ave to Twin Bridges)
Fallon Drive	(Municipal Golf Course frontage)
Park at the Lakes	
Coyote Park	
Paradise Park	
Melinda Park	
Paul Keith Park	

Level of Service Guidelines for Pathways and Trail Facilities

The adequacy of the city’s pathway and trail system can be measured by comparing the inventory of facilities with the adopted Level of Service Guidelines. The following Level of Service Guidelines are established to assess the adequacy of the city’s pathway and trail facilities:

- Pathways and trails should connect to destination points such as sidewalks, bicycle lanes, public facilities, parks, open space, Yakima River, residential developments, commercial development, abutting jurisdictions planned or existing pathways and trails, etc.
- Pathways and trails shall comply with the Federal Americans with Disabilities Act (ADA).
- Pathways and trails should be designed to accommodate pedestrian and bicycle use.
- Pathways and trails located within the road right-of-way should be separated from vehicular traffic.

Pathways and Trail System – LOS Determination

The city’s pathway and trail system has been evaluated in relationship to the established Level of Service Guidelines and has been found to be generally in compliance with the guidelines.

The bicycle map shown in **Figure T-2** below illustrates existing and planned pathways, bicycle lanes and trails within the City of West Richland.

City road improvement projects and new residential development have facilitated the construction of pathways and trails in areas where none had existed prior. Pathway and trail facilities for the areas listed above are necessary to meet the established Level of Service Guidelines. As city roadway projects and residential development occurs, pathway and trails should be constructed to meet the Level of Service Guidelines.

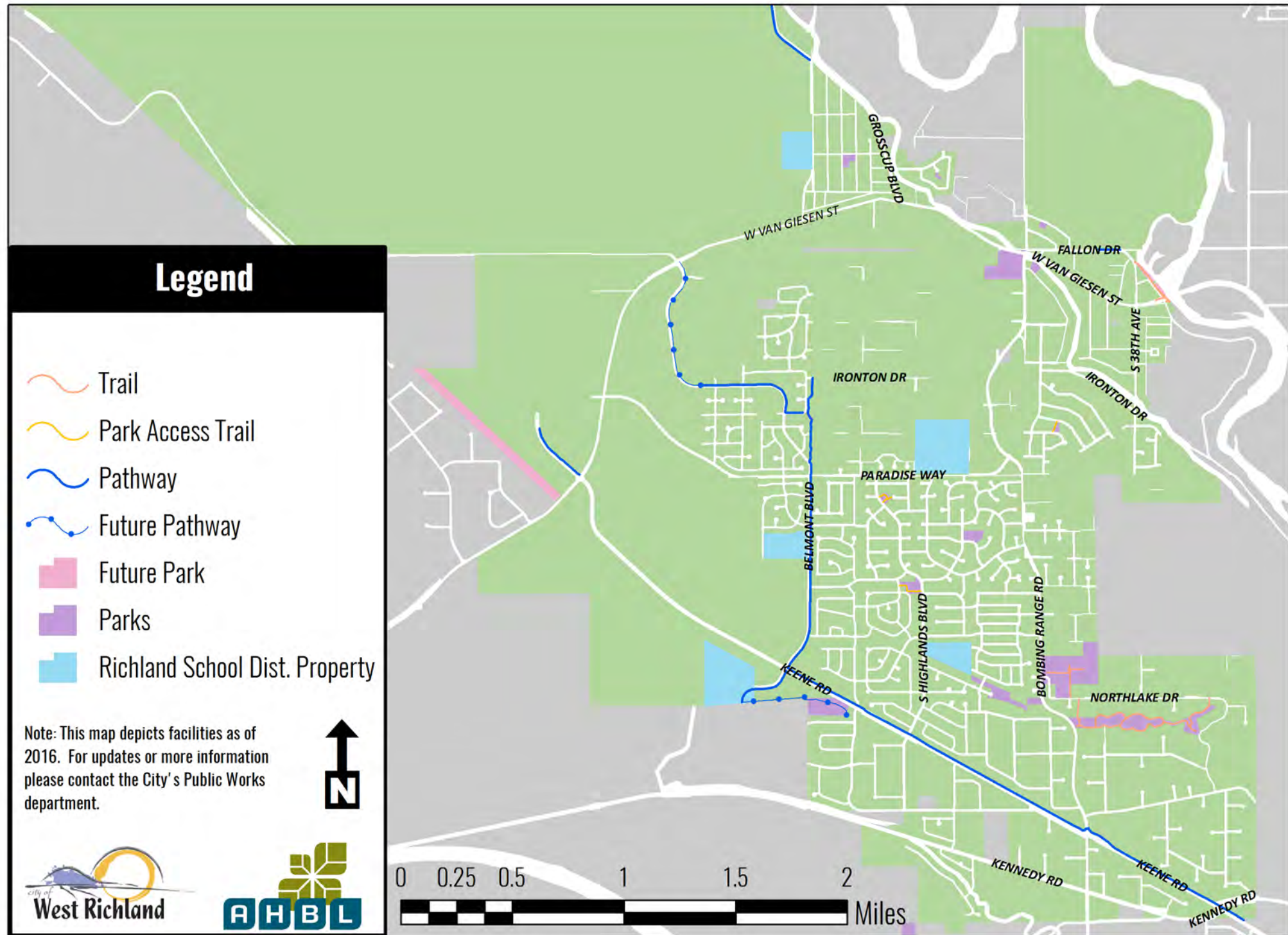


Figure T-2. City of West Richland Trails Map

Transit System

Transit System - Inventory

The city does not own or operate transit vehicles or facilities. The city is served by Ben Franklin Transit (BFT). Since transit routes and schedules are subject to change to meet demands, information regarding specific routes is not included in this element. A transit transfer station and park-and-ride facility is located within the parking lot of Flat Top Park. The City recently amended its municipal code to allow for Transportation Network Company (TNC) operation in West Richland. TNCs can complement existing gaps in transit service.

Level of Service Guidelines for Transit Service

The adequacy of the transit system can be measured by comparing the existing service with the adopted Level of Service Guidelines. The following city-adopted Level of Service Guidelines are established to assess the adequacy of transit service:

- Sidewalks should be provided for easy and safe access to transit bus stops sites.
- Transit bus stops should be properly located for convenience and to encourage ridership.
- Areas of higher ridership should be provided with protective shelters for the comfort of transit users.
- New developments should include transit-oriented design.
- Park-and-ride facilities should be located on principal or minor arterials and near transit centers to encourage the use of carpools, vanpools, and transit.

Transit System – LOS Guidelines Determination

The transit system has been evaluated in relationship to the established Level of Service Guidelines and has been found to be generally in compliance with the guidelines. Bus stops are located along principal, minor arterials and some collector street. These stops generally meet the adopted Level of Service Guidelines. Adequate transit service exists within the City. City roadway project, new developments and redevelopment projects should be designed to encourage the use of public transit facilities. The City should continue to coordinate with BFT to provide increased service and facilities where appropriate.

Future Needs for New / Expanded Facilities

Based on the findings of the inventory and adequacy analysis section, this section discusses the transportation facilities needed to maintain and/or meet the adopted Level of Service Standards /Guidelines as the city grows.

Street System

As stated previously, the city currently meets or exceeds the adopted Level of Service

Standards; however, traffic generated by growth from both within and outside the of the City's UGA over the next several years will impact the Level of Service.

To maintain at or above the adopted Level of Service Standards as the City and region grow, transportation facility improvements such as intersection control, signal coordination, road widening, traffic calming, pedestrian safety facilities, transit treatment, and promotion of alternative modes of travel will be necessary. The "build" alternative will be reviewed by the Benton-Franklin Council of Governments based on West Richland's population growth figures and planned road improvements to ensure that no deficiencies are found in the 2037 transportation system for West Richland.

To address the traffic impacts from development on the city's transportation system, the city implemented a traffic mitigation program in 1993. The program was revised in 2016 with the adoption of Ordinance 13-16 to include a deferral process for new single family residential construction. The traffic mitigation program requires a fee to be paid for each new PM peak trip generated on the city's transportation system. The funds collected with the traffic mitigation program are used to fund various projects that will improve the capacity and safety of the city's transportation system.

To address those portions of the city's transportation system anticipated to exceed capacity within the 20-year planning period, the city has identified several roadway and intersection projects in the Capital Improvement Plan, which is shown in **Table T-3**. The project list will be revised, as necessary, as part of the annual Capital Improvement Plan update process. The timeline for project construction maybe undetermined since the need is driven by development impacts.

Table T-4 contains a list of contingency roadway and intersection improvement projects. These projects tend to lack identified funding sources and are not necessary to address existing or anticipated level of service deficiencies over the 20-year planning period. However, the city recognizes that the contingency projects would help realize many of West Richland's transportation goals and should be pursued if funding becomes available.

Table T-3 – Planned Roadway & Intersection Improvements

Priority	Project	Location / Extents	Description	Cost
1	Paradise Way Extension - Phase 4	600' West of Jade Avenue to SR 224	Construct 3 Lane Urban Section	\$ 1,390,000
2	Bombing Range Road - Phase 8	Silver Lake Court to South City Limits	Construct 3 Lane Urban Section	\$ 430,000
3	S 38th Avenue / Mt Adams View Drive	Orchard to Northlake Drive & Bombing Range Road to S 38th Avenue	32' Rural Road	\$ 1,243,000
4	S 38th Avenue / SR 224	S 38th Avenue / SR 224 Intersection	Signalize Intersection	\$ 577,000

Priority	Project	Location / Extents	Description	Cost
5	Grosscup Boulevard	SR 224 to N 62nd Avenue	Pavement Preservation	\$ 253,125
6	N 62nd Ave	SR224 to Grosscup Boulevard	Pavement Preservation	\$ 907,000
7	Harrington Drive	N 62nd Avenue to West City Limits	Pavement Preservation	\$ 230,604
8	Kennedy Road	Bombing Range Road to West City Limits	Pavement Preservation	\$ 143,732
9	Paradise Way	Bombing Range Road to 600' West of Jade Ave	Pavement Preservation	\$ 492,000
10	Ruppert Road	SR 224 to West City Limits	Pavement Preservation	\$ 298,280
11	Belmont Blvd - Phase 2	Paradise Way to SR 224	Construct Arterial Collector	\$ 3,410,000
12	S 38th Avenue	SR 224 to Fallon Drive	Construct Arterial Collector	\$ 4,707,000
13	Bombing Range Road	Collins Road to Norma	Road Widening	\$ 3,729,000
14	Keene Road - Phase 6	Pacific Rim Winery to Ruppert Road	Construct 3 Lane Urban Section w/ 12' ACP Pathway	\$ 3,313,000
15	Bombing Range Rd / Austin Drive	Bombing Range Road / Austin Drive Intersection	Improve Access and Safety	\$ 96,000
16	S 38th Avenue - Phase 2	Grant Street to Orchard Street	Construct 3 Lane Urban Section	\$ 2,068,000
17	Watkins Way Extension	West Lattin to Hazelwood Drive	Construct Arterial Collector	\$ 346,000
18	SR 224 / Ruppert Road	SR 224 / Ruppert Road Intersection	Signalize Intersection	\$ 500,000
19	SR 224 / Keene Road	SR 224 / Keene Road Intersection	Signalize Intersection	\$ 500,000
20	Bombing Range Road / Mt Adams View Drive	Bombing Range Road / Mt Adams View Drive Intersection	Intersection Modifications	\$ 500,000
21	Bombing Range Road / Keene Rd	Bombing Range Rd / Keene Rd Intersection	Roundabout Modifications	\$ 1,000,000
22	Preakness Boulevard / Keene Road	Preakness Boulevard / Keene Road Intersection	Signalize and Widen Intersection	\$ 350,000
TOTAL				\$ 25,983,741

* To occur with development

Table T-4 – Contingency Roadway & Intersection Improvements

Priority	Project	Location / Extents	Description	Cost
23	Keene Road	Bombing Range Road to SR 224	Road Widening to 4 Lanes w/ 12' ACP Pathway	\$ 7,180,000
24	Keene Road - Phase 7	Ruppert Road to Twin Bridges	Construct 2 Lane Rural Section	\$ 4,206,000
25	Paradise Way Extension - Phase 5	SR 224 to Ruppert Road	Construct 3 Lane Urban Section	\$ 3,259,000

Priority	Project	Location / Extents	Description	Cost
26	Fallon Drive	SR 224 to S 38th Avenue	Construct Arterial Collector	\$ 2,053,000
27	SR 224 / Paradise Way	SR 224 / Paradise Way Intersection	Signalize Intersection	\$ 420,000
28	Bombing Range Road Bridge Replacement	Bombing Range Road - South of SR 224	Bridge Replacement	\$ 1,400,000
29	S 38th Avenue Bridge Replacement	S 38th Avenue - North of Ironton Drive	Bridge Replacement	\$ 900,000
N/A*	Preakness Boulevard	Paradise Way to Red Mountain Way	Construct 3-Lane Urban Section	\$ 2,800,000
N/A*	Alderman Avenue	SR 224 to Red Mountain Way	Construct 3-Lane Urban Section	\$ 1,600,000
N/A*	Red Mountain Way	Belmont Boulevard to West City Limits	Construct 3-Lane Urban Section	\$ 1,400,000
N/A*	SR 224 / Alderman Avenue	SR 224 / Alderman Avenue Intersection	Signalize and Widen Intersection	\$ 400,000
TOTAL				\$ 26,118,000
* To occur with development				

Financing Plan

All transportation projects that require funding through the City are, or will be, identified in the City's Six-Year Transportation Improvement Program (TIP) as well as the Capital Improvement Program (CIP) in the City's Comprehensive Plan.

All jurisdictions within the State of Washington are required to complete a Six-Year TIP before July 1st of each year. The TIP is a planning document for both the city and the State of Washington. The document assists in the programming for Federal and State funds for various grants and funding programs. If any federal or state funds are to be used on a roadway project, the project must appear on the TIP. Typically, projects that have secured funding in place are included in the first three years of the TIP and unfunded or planned projects are listed in the final three years of the program. If circumstances change, the TIP can be amended following a public hearing, so long as the changes are consistent with the Transportation Element of city's adopted Comprehensive Plan.

Typically, funding sources used to finance transportation projects in the CIP include federal and state grants, state loans, developer mitigation, state fuel tax income, and partnerships with other agencies. Based on the city's experience of obtaining state and federal funds along with a proven ability to broker partnerships with other agencies, West Richland is well positioned to meet the financial demands of constructing an anticipated \$52.1 million worth of road improvements over the next twenty years. Funding sources include:

- Federal STP-UL, STP-E, and Transportation Alternatives Program (TAP) funds, allocated by the Benton Franklin Council of Government (BFCOG). These funds can only be used

on federally classified roadways. This is a competitive grant process that pays between 86.5% and 100% of a project's cost. Since 1993, the city has successfully obtained approximately \$5,291,853 in Federal STP-UL and STP-E funds.

- Washington State Transportation Improvement Board (TIB) Grants are state funds from the state's gas tax revenue that can only be used on federally classified roadways. This is a competitive grant process that pays up to 85% of a project's cost. Since 1991, the city has successfully obtained approximately \$8,204,379 in state TIB funds.
- Washington State Public Works Trust Fund Board (PWTF) Loans are another funding source used by the city. This is a competitive loan process that provides low-interest loans (interest rates as low as 0.5% over 20 years) to finance up to 85% of a project's cost. Since 2005, the city has successfully secured a \$1,500,000 PWTF Loan for the construction of Keene Road (Bombing Range Road to SR 224 / Van Giesen).
- Since 1993, the city collected Transportation Impact Fees from new development to mitigate the development's impact on the city's transportation system. These funds are typically used as local match with the aforementioned federal and state grants. Since 2002, the City has collected \$2,093,717 in Transportation Impact Fees.
- The City receives a real estate excise tax (REET) of one-half of 1 percent, and half of those funds are deposited into the 302 Street Overlay Fund to be used for overlay, chip seal and crack-seal projects. Approximately \$165,000 per year is deposited into the 302 Street Overlay Fund. Since 2000, the city has collected \$2,964,744 from REET.
- Revenue from the State Motor Vehicle Fuel Tax varies, as it is allocated by population and based on the amount of fuel sold in the state. These funds are used for operation and maintenance of transportation system including streetlights, traffic signals, street repairs, and snow-removal activities. Since 2000, the city has received \$3,539,663 from the State Motor Vehicle Fuel Tax.
- A 1 percent internal tax on the city's water and sewer utilities is used to partially fund the operation and maintenance of the transportation system. Since 2009, the city has collected \$369,038 from the one percent water and sewer tax.
- Additional revenue is obtained from permits issued for work done in the city road rights of way, including street cut permits. These permits have generated \$122,180 since 2003. These funds are used to cover administration and inspection costs associated with each permit issued.
- The City works to establish funding partnerships with other agencies including BFT, the Port of Kennewick, the City of Richland, Benton County, Richland School District, Benton Rural Electric Association (Benton REA), Fire District #4, WSDOT, developers, and so

forth. Since 2003, the city has successfully obtained approximately \$748,405 in partnerships funding from other agencies.

Table T-5 – 20-Year Revenue and Cost Estimates

20 Year Financial Analysis (in dollars)					
YEAR	ESTIMATED O & M REVENUE*	ESTIMATED O & M COST	ESTIMATED CAPITAL REVENUE*	ESTIMATED CAPITAL COST**	ENDING BALANCE
2017-2037	\$10,819,354	\$10,819,354	\$24,659,800	25,983,741	-\$1,323,941

* Estimated revenue based on 2016 with +4% per year escalation over 20 year period

** Cost of base project list (Table T-3). The cost of contingency projects (Table T-4) are not included.

Although the TIP and CIP identify anticipated funding sources, some of these funding sources are subject to competitive processes and are dependent upon circumstances out of the city’s control (i.e. level of construction activity or State Legislature funding grant programs such as the TIB). In the event of a shortfall in the anticipated revenues necessary for the city to maintain the established Level of Service Standard and or anticipated maintenance costs are not lower than the BFCOG estimates, the city will be required to consider one, or a combination of the following alternatives:

- Reevaluate the land use designations within the Land Use Element to determine if a change in land use may be necessary to meet the Level of Service Standards.
- Reevaluate the established Level of Service Standards to determine how they might be adjusted to reflect what can realistically be done with available funding.
- Increase the amount of revenues from existing sources, including impact fees, real-estate excise taxes, , or increased general fund revenues.
- Seek new sources of funding, including proceeds from General Obligation Bonds, creation of Local Improvement Districts or transportation benefit district, reciprocal impact fees with adjacent jurisdictions, and levy lid lift.
- Explore other methods to obtain the Level of Service Standards other than by means of the identified project. This could include public transit and or transportation demand management.

Red Mountain Interchange

WSDOT has plans to construct a new interchange on Interstate 82 at Milepost 100, near the City of West Richland, which will include an alignment to connect I-82 to SR-224. The planned interchange is called the *Red Mountain Interchange*. A study was completed in 1999 called the

“I-82 Red Mountain Area Transportation Study” and the project was included in the Benton-Franklin Councils of Governments’ Regional Transportation Plan the following year.

In 2015, the Washington State Legislature identified funding for the future interchange, which is estimated to cost around \$27 Million. Adding the new interchange facility will benefit West Richland greatly; when compared to other cities in the State of Washington, there is simply no city *larger* than West Richland that is *closer* to a freeway facility in the state that does not have direct access to the freeway system.

Numerous benefits will be attained as a result of the new interchange. First, city residents, businesses, and visitors will experience improved connectivity and reduced travel times around the city. Adding the Red Mountain Interchange will also alleviate congestion and safety problems at the I-182 Interchange at Queensgate in Richland. Next, the adding the interchange will improve emergency response capabilities.

In economic terms, it is estimated that more than \$900 million of economic stimulus will occur in the immediate area of the new interchange during the first twenty years post-construction. The analysis also estimates a potential return of \$3.8 billion in the expanded area, creating potentially thousands of new jobs.

Construction of the interchange will certainly improve freight access and mobility, particularly for agricultural production in the areas. Likewise, trucks bound for the interstate will have better direct access which will reduce the volume of trucks on local streets. Next, the interchange will enhance tourism access for those visiting wine-tasting facilities in the region, and also for those coming to see the B-Reactor National Historic Landmarks and additional sites at the Hanford Manhattan Project National Historic Park. Next, the interchange will improve the local evacuation route system, as well as access to the Hanford site for homeland security reasons. Finally, the interchange will result in improved air quality and reduced air pollution, because of reduced trip lengths and because traffic patterns will become less stop-and-go.

Transportation Goals and Polices

The Transportation goals, policies, and strategies are provided below. Additional related goals and policies are located in the Land Use, Parks and Recreation, Capital Facilities, and Environment Elements of this plan.

Transportation Goals:

GOAL 1: Plan and maintain a safe and efficient transportation system to serve the planned land uses of the urban growth area.

The safe and efficient movement of people and goods is the fundamental goal of the Transportation Element. To accomplish this, the system must be internally consistent, coordinated between modes, and link appropriately with neighboring jurisdictions and the region. Roadways should be designed to serve the adjacent planned land use, and where appropriate, provide through-traffic facilities.

These land use assumptions should be the basis for estimating travel volumes, establishing appropriate roadway levels of service and subsequent improvements within the roadways.

Policies:

1a) Maintain an arterial street system plan.

Roadways are designed differently to accomplish different purposes. Where residential streets handle low traffic volumes, the arterial system is designed to accommodate large volumes of traffic. Arterial streets serve commuters by linking residential areas with employment centers. By providing stacking lanes at intersections or two-way center turn lanes, arterials can also provide access to business properties, while allowing relatively efficient through traffic.

1b) Consider Transportation Demand Management (TDM) commute trip reduction methods to decrease traffic congestion, especially if traffic exceeds the City's LOS standard.

Peak traffic volumes normally occur each morning and evening during the typical work week. The daily commute to and from work provides traffic volume counts and visual evidence of locations where the street system is operating efficiently, as well as where it is not. New commuter routes, new or altered transit availability, and staggered employee work hours are some of the techniques that help get commuters to and from the work place more efficiently. The City may also consider prioritizing pedestrian, bicycle, and transit corridor improvement or work with local transit providers to pursue

new service. Depending on the circumstances, each technique can be applied independently or in concert with others.

1c) Support access and circulation by pedestrians, bicycles, transit buses and other roadway users.

While the private automobile is the predominant roadway user, “other” users of the roadway system include transit vehicles, school and charter buses, tractor/trailers, taxi-cabs, and a wide assortment of other cargo-carrying trucks. Curbside parking or turnouts and less severe intersection turn radii are examples of how the needs of these other users can be met through the careful design of the roadway system.

1d) Engage citizen groups and organizations in planning pedestrian, equestrian, and bicycle trails.

Citizen groups often have an impressive aggregate knowledge, and when focused properly, can be an effective tool in planning for urban population needs. Both as technical resources and catalysts for policy and budget design, citizen groups can be beneficial in pedestrian, equestrian, and bicycle trail planning.

1e) Design streets in conjunction with subdivisions and development and promote a policy of street connectivity between neighborhoods.

The width and orientation of street right-of-way should be based upon the adjacent planned land use pattern and linkage to the overall street network. Most residential street right-of-way is acquired during the land subdivision process. Commercial and industrial street right-of-way is usually determined during development design review, and dedicated by the developer as part of the development process. In largely vacant or undeveloped areas, the City may establish arterial “corridors” to depict plans for arterial extensions and linkage to the roadway network.

1f) Deny land use proposals which would reduce the level of service on the adjacent street(s) and will not meet concurrency (provisions to correct the level of service cannot be put into place within six year).

Level of service is a qualitative measure of the traffic stream conditions on a roadway, as perceived by motorists. It considers such factors as speed, freedom to maneuver, interruptions and convenience. When a land use proposal would reduce the levels of service on the adjacent street to a level below that established by the public, and provisions to correct the level of service within six years cannot be put in place, then state law says the proposal cannot be approved.

1g) Develop an equitable means to pay for the planning, development, and maintenance of transportation systems.

The demand for transportation facilities should be borne by everyone. Developers, abutting property owners, businesses, agencies and the public as a whole use and/or benefit from the transportation systems. The planning, development, and maintenance of these systems costs money. An equitable strategy for sharing in these costs should be developed and implemented.

State and federal sources of funds should be identified and their probability as a funding source assessed. Finally, projects and funding sources should be matched together into a multi-year financing plan as a basis for Capital Improvement Program (CIP) and a Transportation Improvement Program (TIP) development.

1h) Maintain the capacity to forecast traffic volumes in at least 10-year time increments.

The ability to predict how land use growth will affect the movement of people and goods throughout West Richland is a fundamental component of good transportation planning. Modeling provides insight into the effects of both type and timing of transportation system improvements.

1i) Annually update the Six-Year Transportation Improvement Plan to identify and plan for transportation needs.

1j) Maintain and enhance the existing transportation system ensuring roads are kept in a safe condition.

1k) Maintain traffic data.

GOAL 2: Coordinate transportation system improvements and service level standards with other jurisdictions and providers.

The federal government, Washington State, Benton and Franklin Counties, Kennewick, Richland, Pasco, and West Richland, local public transit, utilities, the railroad, recreational clubs and others all contribute to or directly provide improvements within the road right-of-way. In order for roadway users to move safely and efficiently, the level of service standards should be uniform among providers. The improvements alongside traveled roadways may vary, but should not detract from the movement of people and goods.

Policies:

2a) Seek highway signage which directs motorist to major destinations.

Highways signs help visitors find specific destinations, such as the West Richland Golf Course, Red Mountain Center, the West Richland Senior Center, Kennedy Retail Center,

to name a few. Without them, tourist dollars, economic opportunities, and even lives can be lost. Needless delays and confusion can occur in the movements of people and goods along state and interstate roadways. Proper informational signage assists everyone.

2b) Provide opportunity for comment on proposed transportation system improvements both from the public and from governmental agencies.

Along with the City of West Richland, public and private utilities and public transit also provide facilities within the public right-of-way. Financing and public inconvenience can both be saved by coordinating the improvement schedules of right-of-way users so work can occur at the same time. Consultation with other agencies and the public during development of utility extension or street improvement plans, through a standardized system of notification and meeting, can help avoid problems during construction.

Similarly, proposed land use changes could result in one or more changes to the transportation system plan. In some cases, such change could affect the plan of a neighboring jurisdiction. The regional forum for intergovernmental coordination in transportation planning is already in place through the local Regional Transportation Organization (RTPO). Coordination through the RTPO will help avoid conflict once improvements are made.

2c) Adopt multi-modal level of service and design standards which are regionally coordinated. Coordination should occur in part through BFCOG, the RTPO for this area.

West Richland's roadways interconnect with those of Richland, Benton County, and Washington State. In order to ensure traffic is transitioned to the next without congestion or hazard, it is important and required to coordinate levels of service among jurisdictions. This coordination occurred through a combined effort of affected jurisdictions and the Benton-Franklin Regional Council (BFCOG). The arterial /highway intersection level of service has been designated as "D". This process of interjurisdictional coordination was initiated through County Planning Policy #14.

2d) Work to ensure multiple transportation modes such as driving, walking, , biking, and equestrian uses are safe for all travelers.

Use by pedestrians, equestrians, bicycle riders and train passengers are examples of alternate modes of transportation whose routes cross the City's roadway system. A dangerous type of conflict occurs where such crossings are unsafe. A congestive type of conflict occurs when roadway traffic is delayed for long periods of time, such as at railroad crossings. Resolution of existing conflict points is beneficial to all involved. Better coordination in the route planning stages will help reduce the incidence of mode conflict.

2e) Vacate unnecessary rights-of-way.

Public right-of-way is acquired for street or utility purposes. Acquisition can occur at the time of subdivision or in conjunction with development. In some cases, changes in development plans or the public perception of where growth should occur results in unused and unnecessary right-of-way. Once it has become unnecessary for a public purpose, it should be transferred to private ownership as provided by law.

2f) Work with other public entities in the siting of any needed public facilities owned by the State or other government entities.

2g) Work with the State on improvements or changes needed for Van Giesen Street (SR 224).

GOAL 3: Build features into the roadway systems that promote function, safety, and aesthetics for the user.

The street system is primarily intended to move people and goods throughout the City. It must accommodate the privately-owned automobile, private charter buses, cab companies, and trucks in a functional and safe manner. However, roadways can also be designed to provide an aesthetically pleasing experience, thereby adding to the quality of life considerations.

Policies:

3a) Provide adequate turn movement capacity within the street system to allow traffic flow and safely move traffic on and off the road system.

Whether turning into a commercial driveway or at an intersection, under-designed or overused facilities for turn movement create traffic delays and potential hazard. When normal traffic flow is restricted by spots of turn movements congestion, a slowdown “ripple effect” can be felt along longer lengths of the roadway. Such delays fuel driver impatience, and may reduce the level of service to an unacceptable level. Turn movement congestion is most prevalent along arterials experiencing strip commercial development.

3b) Maintain adequate vertical and horizontal sight distance at all intersections.

Many traffic intersection accidents are caused by driver inattention. However, all of us have experienced overgrown vegetation or fencing that has impeded our sight distance. Similarly, intersections should not be placed too close to the crests of hills or other sight restrictions. Sight distance considerations should be made a part of applicable development regulations.

3c) Integrate special lane design to accommodate passenger vehicles into new and redesigned roads when possible to accommodate transit.

Public transit buses, taxi-cabs and school system buses block traffic when they stop in the roadway to load or unload passengers. This can be congestive and even dangerous where following automobiles can be stranded in the intersection during light changes. Properly located turnouts or parking lanes within the road system can preserve a smooth traffic flow and subsequent driver safety.

3d) Work to ensure all new roads and development provide for sufficient parking.

In most residential areas, available off-street parking is not sufficient to meet the demand for visitor parking. On-street parking should be provided on one or both sides of residential streets, depending on neighborhood housing density. Cul- de-sac parking bays, alley access to rear yard parking and visitor parking lots can all help meet residential parking needs.

3e) Design roadway surfaces to accommodate heavy vehicle traffic.

Roadway surfaces wear faster in areas where heavy vehicle traffic is frequent. Sturdier roadway design in these places lengthens roadway life and reduces the potential public inconvenience and safety concerns associated with poor road surface conditions.

3f) Coordinate “Park and Ride” facilities and transportation demand management strategies, such as staggered work hours and ride sharing, with the location and development of major employment areas.

Major employment centers can generate large volumes of traffic. In some cases, to maintain the designated level of service standard on the adjacent streets, it may be necessary to implement one or more traffic reduction plan(s). Strategies such as ride sharing and staggered employee work hours, or facilities such as park and ride, can help to mitigate potential level of service continuity concerns.

3g) Synchronize traffic lights where feasible to assure efficient flow of traffic.

As new development generates additional employee and shopper traffic along our streets, some roadway segments and intersections can become more congested than others. In many of these cases, adjustments to traffic light cycles can restore efficient traffic flow over long street segments.

3h) Encourage shared access easements in high-density residential, commercial, and industrial area.

GOAL 4: Develop a coordinated multi-modal transportation system.

Leisure time is an important component of society. There is often a strong urge to spend this time “outdoors”, enjoying nature and exercising – both passively and actively. Facilities for walking, running, bicycling and horseback riding allow people to enjoy their leisure time in a variety of ways, promoting both individual well-being and opportunity for social interaction. In addition, these facilities/opportunities can become an important means of alternate transportation as the community develops and approaches build out.

Policies:

4a) Integrate standards for ADA accessibility into all Pedestrian, Equestrian, and Bicycle (PEB) facilities.

All existing PEB facilities should be retrofitted at the earliest feasible opportunity to enable access to and use by handicapped individuals. Similarly, all new facilities should incorporate handicapped access and use into their respective design standards.

4b) Link PEB trails to park and recreation facilities and to the systems of neighboring jurisdictions.

PEB trails provide a means of getting from one park or recreation facility in West Richland to another in a manner which is alternate to the use of an automobile. Increased public benefit accrues when PEB trails in West Richland can be linked to those of neighboring jurisdictions. Special linkage opportunities such as the use of abandoned railroad lines or covered irrigations canals should be explored.

4c) Create combined PEB facilities where feasible.

Considerable cost saving may occur when PEB facilities are combined into a multi-use trail. Shared facilities use less land area and require fewer resources for maintenance. Care should be taken in the design phase to make sure facilities are useable to each PEB mode.

4d) Support an equitable system of financing PEB development and maintenance.

Pedestrian and bicycle facilities are common to the leisure needs of the urban population. Since most everyone uses these facilities at one time or another, their costs can be equitably shared by everyone. Equestrian facilities, by contrast, are used by only a small portion of the population. Such users should shoulder the bulk of the cost building and maintaining horse trails.

4e) Require well-maintained walkways.

- 4f) Develop a transportation system that facilitates mass transit, driving, walking, biking, and equestrian uses. Streets shall be designed in accordance with the Complete Streets Policy (West Richland Municipal Code 12.03).**

Strategy 1:

Design and develop bicycle paths to encourage increased use of bicycles within the Urban Growth Area.

Strategy 2:

Give priority to public transportation in the design of all major public and private projects.

Strategy 3:

Require design and development of single and multi-family residential areas facilitate the access and circulation of automobiles, transit, car/van pools, pedestrians, and bicyclists.

Strategy 4:

Require new and improved commercial centers to be designed and located to facilitate access and circulation by alternative transportation modes.

- 4g) Obtain right-of-ways and easements prior to or concurrent with development and retain options for alternative transportation modes, bicycle, pedestrian, and equestrian use.**

- 4h) Promote public transportation service accessibility for elderly, disabled, low, and moderate income, youth, and other mobility disadvantaged people.**

Strategy 1:

Facilitate the location of daycare facilities adjacent to bus stops, transit transfer centers, and park-and-ride lots, as appropriate.

GOAL 5: Maintain transportation facilities to maximize the life of the public investment and to afford safety.

Policies:

The roadway system is a substantial public investment. Large sums of money are required to buy right-of-ways, design, build and maintain the roadway surfaces. Since this system is essential to the movement of people and goods throughout the urban area, it is vital that it is maintained in good operating condition.

- 5a) Maintain roadway surfaces on a regular basis.**

Sealing roadway cracks and overlays are common ways of maintaining street surfaces in good working order. Providing this maintenance on a schedule extends service life and

maximizes the public investment. The Six-Year Transportation Improvement Plan is the City's document which schedules street work.

5b) Provide spot repairs and maintenance within street right-of-ways at the earliest feasible opportunity.

Vegetation that obscures traffic signs or vision at intersections and potholes can be hazardous to drivers and public safety. Finding these situations and correcting them as soon as possible is integral to good roadway management and the public welfare.

5c) Coordinate repair and service schedules with the schedules of other utility users utilizing the rights-of-way.

Cable television, telephone, electrical, natural gas, irrigation, public transit and the like, are users of street right-of-way systems. Each of these providers maintain their respective facilities. A fair amount of public inconvenience can be avoided if these providers can coordinate their service schedules so work can be accomplished at the same time. This is currently accomplished through monthly coordination meetings with utility providers that is hosted by the City's Public Works department.

5d) Provide and coordinate litter control activities.

Trash and junk along highways and roads, and upon public or private property is unsightly and can be hazardous. A variety of litter control and nuisance abatement activities should be in place to prevent accumulation of litter.

5e) Maintain concurrency between transportation and development by requiring binding site plans for all multi-family, commercial, and industrial development.

5f) Identify and enforce commercial truck routes to allow commercial truck movement through the City without impeding other traffic.

5g) Provide sufficient equipment and materials to abate winter road hazards.

Snow and ice present slippery roadway surfaces and dangerous driving situations. Winter storm frequency is unpredictable and makes budgeting difficult. Yet, resources for roadway sanding and scarping are essential to wintertime public safety, and should be effectively provided within the City's budget.

GOAL 6: Provide a transportation system that minimizes adverse environmental impacts.

Policies:

6a) Minimize adverse effects on sensitive natural features by using natural contours in

designing and locating streets and highways.

- 6b) Route new roads to avoid encroaching on natural preserves, publicly owned parks and recreation areas, and areas identified as critical areas.**
- 6c) Encourage trip-making by walking, biking, carpooling, and transit ridership to reduce criteria pollutant emissions and improve water quality.**
- 6d) Position West Richland to respond to technological innovations, such as electric vehicles and driverless cars.**

Coordinate with BFCOG and other regional entities to understand regional plans for electric vehicle charging and accommodation of other alternative fuel sources.

UTILITIES ELEMENT

Purpose

The State of Washington Growth Management Act (GMA) requires a city developing or updating its Comprehensive Plan to plan the siting of utilities serving the jurisdiction. Specifically, the element must provide the general location and capacity of all existing and proposed utilities.

The City of West Richland plans for water, wastewater, and stormwater system services and facilities. Comprehensive electrical, telecommunications, telephone, and cable plans are the responsibility of the applicable service providers under franchise or other agreements.

The policies included in this plan relating to land use, the environment, economic development, and utilities can work together to achieve the community's vision for the future. The availability of utilities is a significant issue considered by developers when deciding where, how and when to build. The availability of adequate and reliable services is also very important to residents, institutions, and businesses located in West Richland.

Inventory as of 2016:

- *96 Miles of Water Main*
- *4,669 Water Service Connections*
- *16.7 Miles of Stormwater Pipe*
- *66.5 Miles of Sewer Line*
- *3,887 Sewer Service Connections*
- *.05 Miles of Industrial Sewer Line*

A. Water System

The City of West Richland provides water service to most areas within the city limits. Private groundwater wells are utilized in very low-density areas, such as properties on Sand Hill.

The city's water system consists of eight groundwater wells and an inter-tie connection with the City of Richland that provides nearly one billion gallons of drinking water annually. The groundwater wells range in depth from 250 to 1,200 feet. These sources collectively can produce about 8.4 million gallons of water during peak demand periods. These sources provide water to the city's seven pressure zone areas, at pressures that typically range from 40 to 80 pounds per square inch (psi).

Water from the city's wells is stored in five reservoirs, which range in size from 250,000 to two million gallons with a total capacity of 3.8 million gallons, which protect the availability of water for residential, commercial, institutional, and industrial users throughout the city, and also cover fire protection needs. Other system components include ten pressure reducing vaults, booster pump stations, and a telemetry system (which controls reservoir levels, well operations, and alarms).

The water system also includes over 100 miles of water system piping ranging in sizes from 4" to 24" and there are presently over 4,600 water service connections in the city.

Availability of Water and Water Rights

The city's Comprehensive Water System plan outlines the sources of water for the city, and includes demand forecasts to ensure water is available for planned growth.

Water System Supply and Demand Forecast

The existing water system meets current standards, has relatively few customer complaints, is regulatory-compliant, and is maintained with a long term operation and management strategy. Improvements were identified in the 2016 Water System Plan Update to improve levels of service in lower-pressure areas, improve safety, improve system reliability, and plan for future expansion.

The city's existing water rights appear adequate for more than twenty years of growth if additional pending water rights are granted. Future water demands were forecasted in the 2016 Regional Water Forecast and Conservation Plan. These demand projections were utilized in the 2016 Water System Plan Update in order to determine if the water system was capable of meeting growth projections. The system will require additional source and storage to meet future demands and these projects were identified in the Capital Improvement Plan.

The distribution system was analyzed with hydraulic modeling software in order to identify deficiencies in the distribution piping system relative to current and future conditions. No major deficiencies in the existing distribution system were found; however, there are areas of the distribution system that can benefit from line size upgrades to assure system capability and benefit city economic expansion.

All pressure zones provide adequate system pressures and can provide adequate fire suppression flows per the local fire authority's requirements; however, some improvement projects were identified to improve the system in some areas. These distribution system projects are also identified in the Capital Improvement Plan.

B. Irrigation Water Systems

The city is fortunate to have irrigation water available to some neighborhoods and locations, for non-agricultural uses. Irrigation water is provided by the Columbia Irrigation District (CID) and the Kennewick Irrigation District (KID). In addition, the city provides irrigation infrastructure in

three areas of town. Agricultural areas in the city, such as the Alexander Ranch and Lewis & Clark Ranch, use wells and surface water for irrigation.

Cross Connections and Back Flow Testing

Cross connections present a potential for the contamination of the city water supply due to the backflow of contaminated water into the pipes that feed into the house or come from the city's water mains. A common type of backflow that can occur is from irrigation systems. In accordance with State law, backflow prevention assemblies are required to be installed on any irrigation systems that are connected to city water. Additionally, those backflow prevention assemblies are required to be tested annually. The city's public works department implements a Cross-connection control program, and monitors testing of these systems.

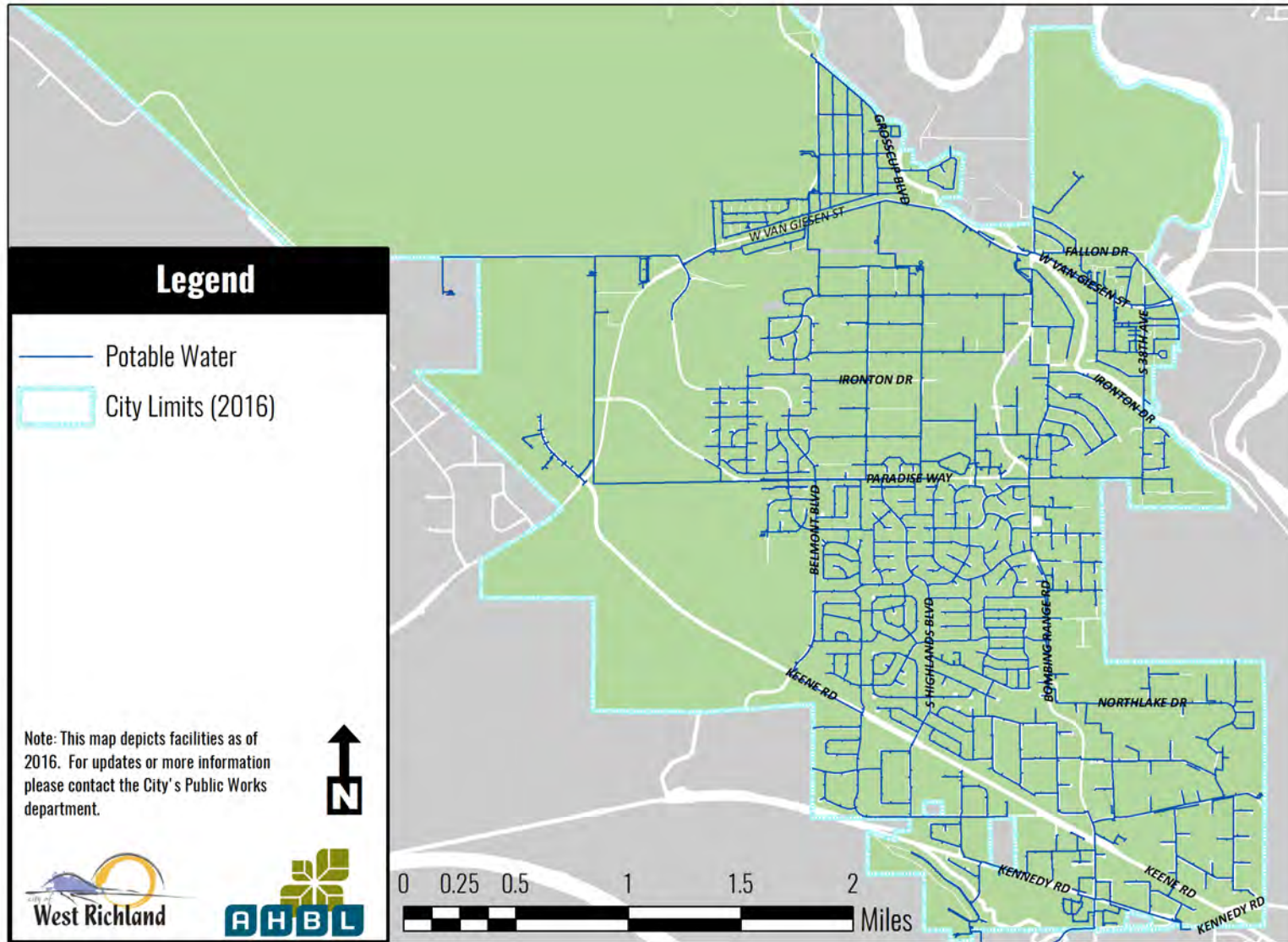


Figure U-1: Potable Water System

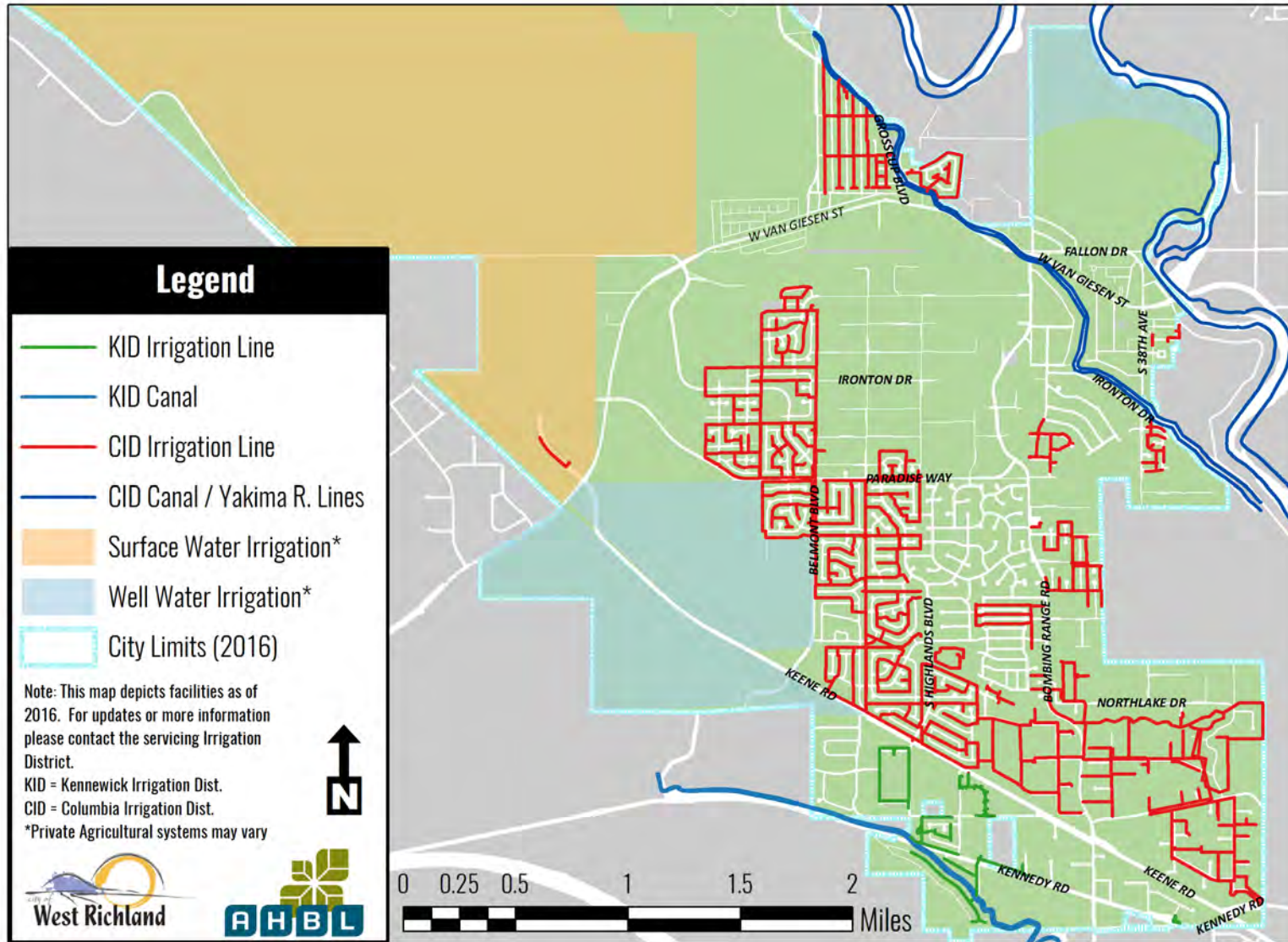


Figure U-2: Irrigation Water System

C. Wastewater System

The City of West Richland owns, operates, and maintains the sewer system distribution piping consisting of over 65 miles of gravity and pressure sanitary sewer lines ranging in size from 2” to 24”. In addition, the city’s waste water system utilizes three sanitary sewer lift stations.

The city’s municipal sewer system serves fewer properties than the water system. Homes and businesses that are not served by the municipal system utilize private on-site septic systems, and include properties in The Lakes, the Glenbrook, Mountain View and Canal Heights neighborhoods, in addition to properties in some areas of Section 6 and Section 8, and on Sand Hill.

West Richland’s Wastewater Treatment Plant (WWTP) can currently treat up to 1.5 million gallons per day. This treatment site is on fifteen acres, immediately north of the golf course, located at 320 N. 46th Ave. A Biolac® system processes solid waste and telemetry system monitors lift stations and the wastewater treatment plant.

Industrial Wastewater Treatment Plant (I-Plant)

In 2016, the City of West Richland completed construction of the I-Plant facility. The city completed the project to treat effluent unique to winery / beverage production facilities that was using nearly 10 percent of the Waste Water Treatment Plant capacity, and to attract additional processors (wineries, creameries, distilleries, and breweries) to the city. The facility is located at 7655 Van Giesen on a one-acre site.

The facility will initially service some wineries at the 8000 block of Keene Road, with the possibility to service an area over 425 acres zoned for commercial and light industrial development, pending the extension of industrial sewer service lines.

Wastewater System Supply and Demand Forecast

The General Sewer Plan was last updated in January 1997; however, the city commissioned a Design Report in 2003 which sized a major sewer interceptor for the complete buildout of the drainage basin on the south side of the city – where all significant growth has taken place in recent years. The existing collection system has relatively few customer complaints, is regulatory compliant, and is maintained with a long term operations and maintenance strategy.

The Wastewater Treatment Plant (WWTP) is regulatory-compliant and has received the Department of Ecology’s Annual Performance Award for five consecutive years. The WWTP Facilities Plan was last updated in 2005. A Wasteload Assessment was completed in November 2016 which compares current flows and loads to those projected in the Facilities Plan. The WWTP is currently at approximately 50 percent loading relative to the design criteria – this appears to be consistent with the projections offered in the Facilities Plan. The Facilities Plan

projects that the WWTP will be at 85 percent capacity in approximately 2025, at which point the planning for future upgrades would begin.

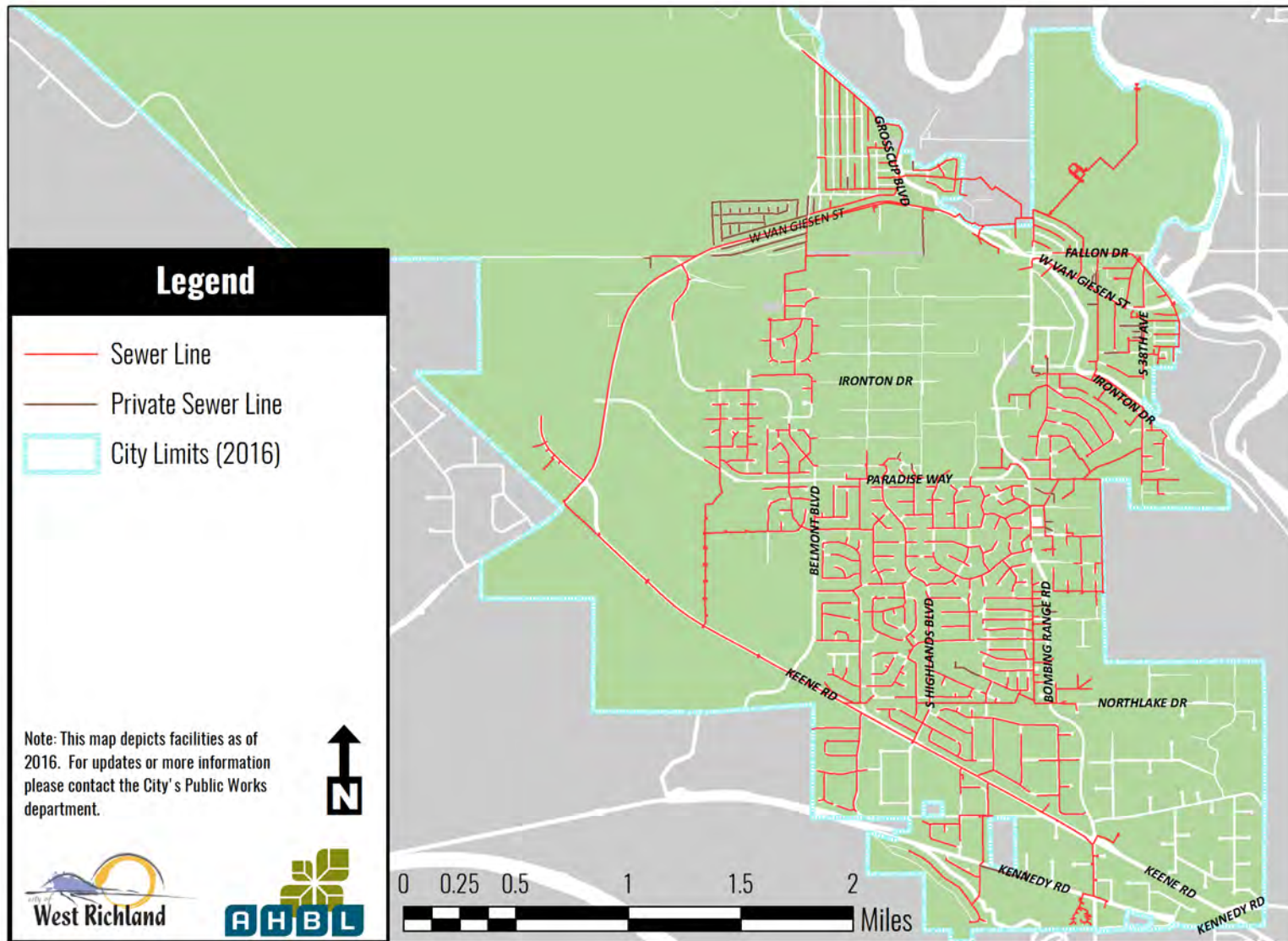


Figure U-3: Wastewater System

D. Stormwater System

The stormwater division of the city's public works maintenance department is responsible for the operation and maintenance of the city's stormwater facilities and street sweeping operations (road right-of-way and city facilities only). Stormwater facilities include a street sweeping decant facility, catch basins, drywells, storm drain lines, percolation trenches, bioretention facilities, and swales. The stormwater utility is also responsible for street sweeping operations and capital improvements to the stormwater system. The City of West Richland's Stormwater Operations and Maintenance Manual provides more details.

Private property owners are responsible for retaining, collecting, and treating stormwater onsite.

The city operates under an Eastern Washington NPDES Phase II Municipal Stormwater Permit and under the permit implements a Stormwater Management Plan (SWMP). The goal of the permit is to encourage the management of stormwater on-site via distributed facilities and low impact development (LID) with new development and redevelopment. Under the program, the city conducts public information programs, detects and eliminates illicit discharges into the city's municipal separate storm sewer systems, reduces stormwater runoff and pollutants, and so forth.

West Richland's municipal code is written to provide standards for controlling storm drainage and preventing off-site run-off. On-site detention systems managed by the property owner assist in the control of storm drainage in the city.

Stormwater System Functions and Capacity

Since 2004, the city stormwater design standard has been a 25-year, 24-hour storm event, per Ecology's Stormwater Management Manual for Eastern Washington. Areas of the city developed prior to 2004 may not meet current stormwater standards. The city budget finances approximately \$25,000 annually to replace / upgrade stormwater facilities in these various areas to meet current standards

E. Energy

Electric

Electrical service is sourced by the Bonneville Power Authority (BPA) and Powerex. Benton Rural Electric Association (Benton REA) provides power service transmitted from BPA and Powerex. BPA provides nearly 95 percent of Benton REA power, which transmits and markets wholesale high-voltage electrical power from multiple sources (hydroelectric and nuclear) throughout the Pacific Northwest. BPA power is nearly carbon free, since Powerex markets power from primarily hydroelectric facilities.

Benton REA is a membership-based cooperative providing electrical service to the City of West Richland, its residents, businesses, and institutions. Benton REA operates under a franchise agreement granted by the city. The cooperative is a non-profit. As of October 2016, Benton REA was serving 6,004 connections within West Richland. The average annual residential customer use was 1,248 kWh per month.

The customer portfolio, based on sales, is 93 percent residential, 5.8 percent commercial, and 1.1 percent irrigation. Substations in the city include the Ledbetter Substation (Bombing Range Road), Kennedy Substation (South of Keene Road, next to the former Tri-City Raceway) and the L-C Ranch Substation (centrally located on the Lewis and Clark Ranch). Additionally, Benton REA owns undeveloped parcels in the city that could be used for future substations.

It is the intent of the city that its development policy and regulations encourage the design of facilities intended to conserve energy. The city will accommodate design and development features that conserve energy or use alternative energy resources.

Natural Gas

The Cascade Natural Gas Corporation (CNGC), an investor-owned utility, provides natural gas to the greater area but currently they only serve portions of West Richland. Areas currently served include the Keene Road corridor, south of Paradise Way, and west of Bombing Range Road.

The Northwest Pipeline Corporation and Pacific Gas Transmission Company supply CNGC.

The Pacific Northwest (Washington, Oregon, and Idaho) receives its natural gas from the southwestern United States and Canada via two interstate pipeline systems. Cascade's gas supplies are transported via Williams' Gas Pipelines - West, TransCanada Pipelines, and Duke Energy Company - Westcoast Energy, Inc.

Direct heating by natural gas is more efficient than certain types of electrical heating because there is a loss of energy during production and transmission of electricity. However, it is not a carbon-neutral source.

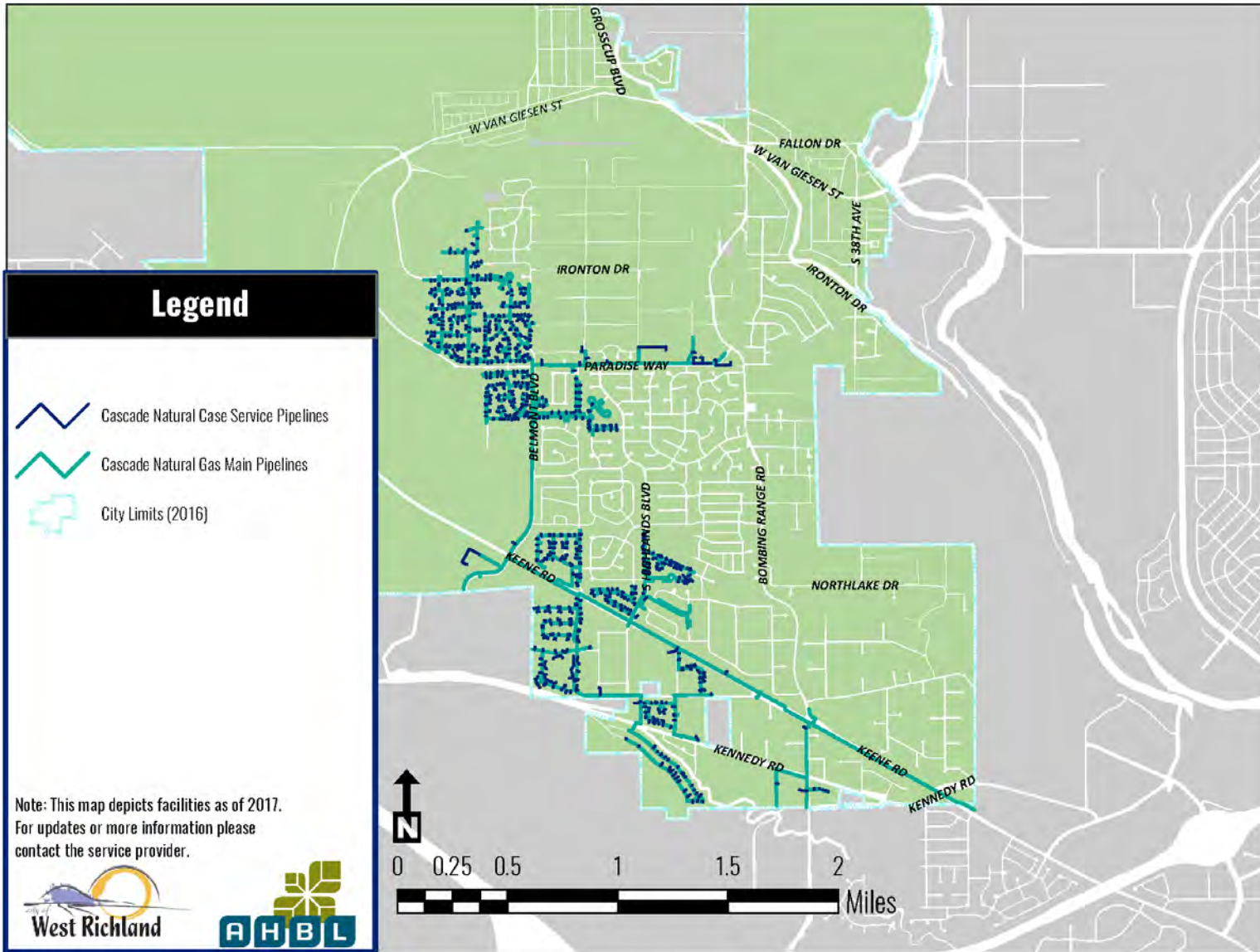


Figure U-4: Natural Gas Service

Propane

Some homes throughout the city are equipped with liquid propane gas (LPG) tanks for cooking, water heating, furnaces, fueling barbeques, or gas fireplaces (space heating). The tanks are refilled via local delivery service.

Alternative Energy and Energy Efficiency

Throughout recent years, the city has seen an increase in the number of people who are installing solar panels on their homes or accessory buildings to augment other energy sources. Solar energy is emission free, and therefore does not contribute to climate change.

There are many ways that businesses and residents in West Richland can conserve energy, and use energy more efficiently. Doing so helps the environment, and can reduce costs. Energy conservation practices can include driving eco-friendly cars, reducing vehicle trips, purchasing Energy Star equipment and appliances, using programmable thermostats, using energy-efficient lighting, and so forth.

Recently, the city partnered with Benton REA to retrofit the city's streetlight system and convert high-pressure sodium lights to LEDs. The city also invested in a wireless network that controls and monitors the streetlights, allowing the city to adjust brightness levels and save energy.

F. Telecommunications

Frontier Communications (who acquired the Verizon network and its customers), Charter Communications, LS Networks, Zayo Group, and PocketiNet Communications, Inc. are providers of telecommunication services to residents, institutions, and businesses in West Richland. Services may include the following: high-speed internet, phone, television, and security. In addition, some customers may choose to go wireless and utilize services through a mobile phone provider. Broadband service is available in certain locations via cable and/ or fiber optic lines.

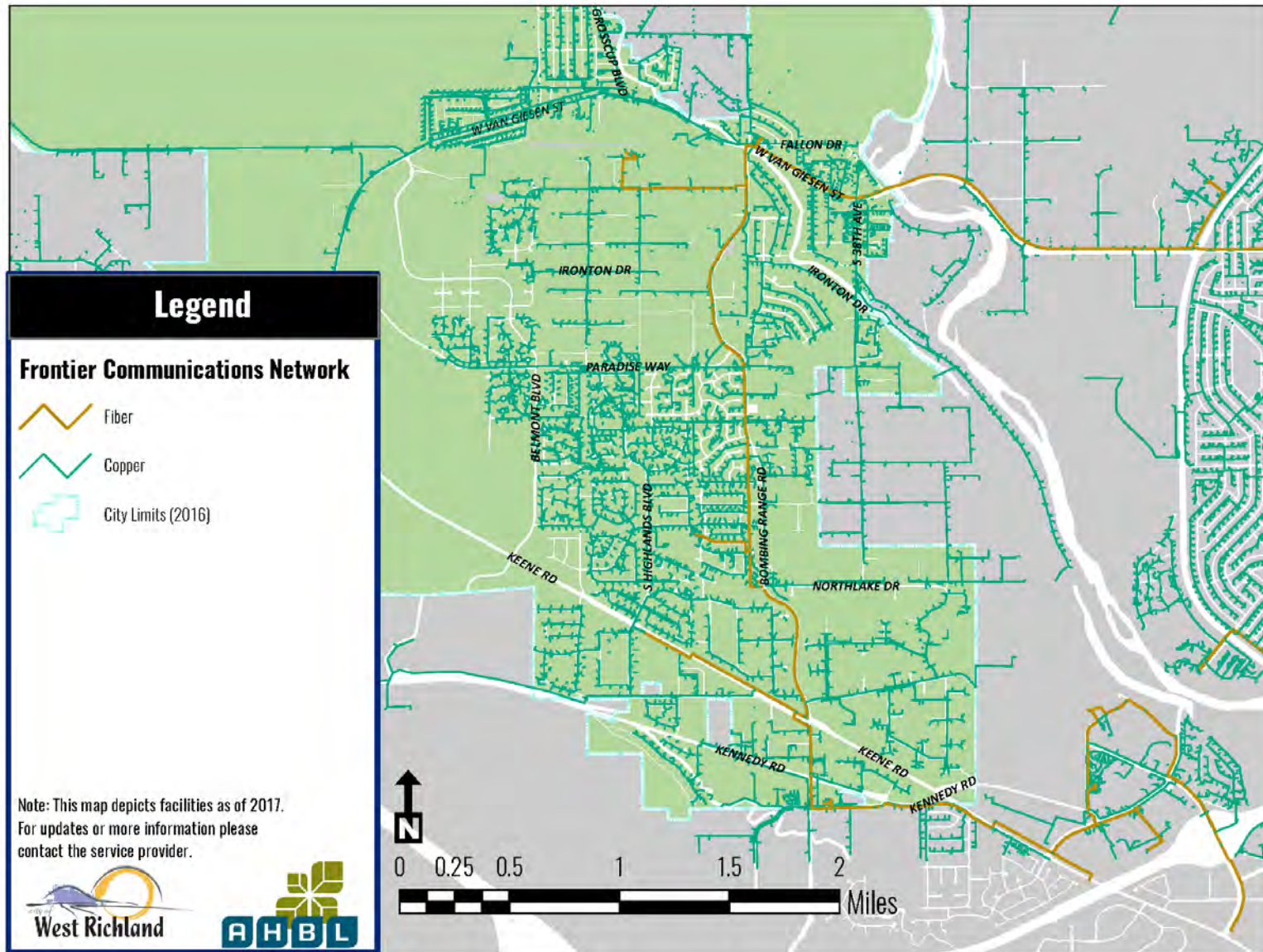


Figure U-5: Frontier Communications Network

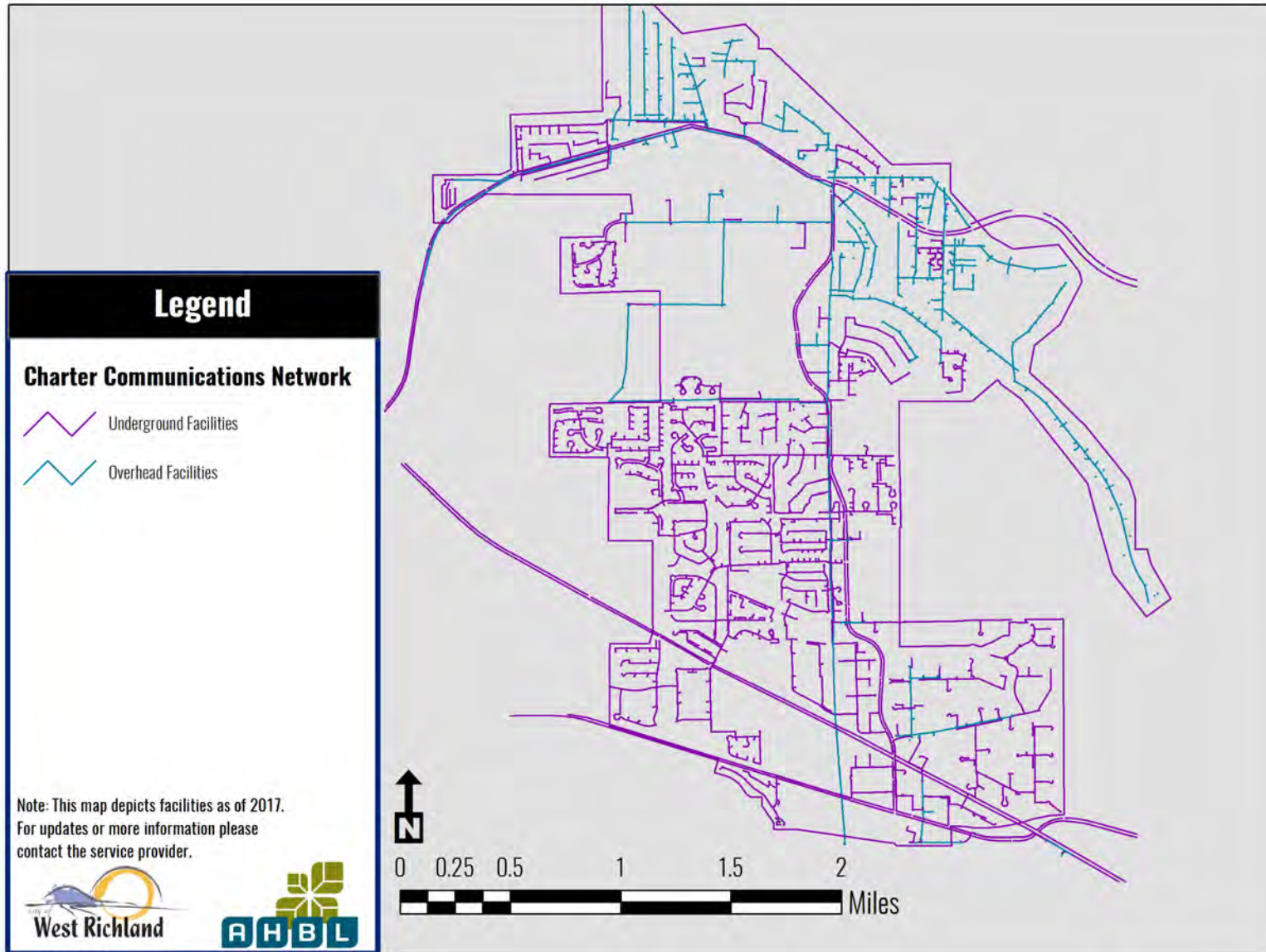


Figure U-6: Charter Communications Network

G. Solid Waste

West Richland maintains an interlocal agreement with Benton County for Solid Waste management. Under the agreement, participating jurisdictions work cooperatively to develop a comprehensive solid waste management plan in accordance with state law, which is viable and economically responsible to their citizens. The solid waste management plan ensures that the community has access to safe, reliable, efficient and affordable solid waste handling, and disposal. Ed's Disposal (also known as Basin Disposal) of Pasco, Washington, provides garbage pickup and removal under a franchise agreement with the city.

Recycling

There is currently no curbside recycling service but residents choosing to recycle can deposit items at designated locations in the city. In addition Benton County sponsors special days for the collection of household hazardous materials. Special disposal programs for items such as LED light bulbs, tires, and electronics are also available.

Utilities Goals and Policies

The utility system goals, policies, and strategies are provided below. Additional related goals and policies are located in the Environment Element of this plan and the level of service (LOS) standards and goals and policies related to infrastructure expansions are included in the Capital Facilities Element of this plan.

Utilities Goals:

1. Coordinate utility, land use, and transportation planning so that utilities are available or can be provided to serve in a manner that is fiscally and environmentally responsible, aesthetically acceptable to the community, and safe for nearby inhabitants.
2. Provide potable water to meet future residential, commercial, and industrial users demands.
3. Provide an adequate supply of irrigation water to residential, commercial, and industrial users.
4. Operate and maintain an efficient wastewater treatment facility.
5. Provide stormwater collection, treatment, and filtration facilities to control the discharge of pollutants into the environment.
6. Coordinate development of electric services within the Urban Growth Area.
7. Promote the extension of natural gas service to West Richland.
8. Coordinate development of communication systems within the Urban Growth Area.
9. Maintain average water usage per Equivalent Residential Unit (ERU) at or below 460 gallons per day per ERU through 2022.
10. Maintain unaccounted for water (loss) from the water distribution system at ten percent or less.
11. Encourage energy and water efficiency in existing and new developments, and in redevelopment projects.

Utilities Policies and Strategies:

- A. Provide existing levels of service to current customers and establish policies to extend utilities systems to meet new development requirements.
- B. Promote the efficient use of land, and minimize disturbance to the environment, by requiring that facilities of various utilities be co-located whenever possible.
- C. Establish public outreach programs to promote the conservation of resources and to provide the public with information on the benefits of conservation.
- D. Develop utility guidelines and procedures to support the Land Use and Economic Development Elements and associated objectives.
- E. Ensure that public facilities and services necessary to support development are sized and constructed to support new development.
- F. Work with purveyors of public services to provide facilities and services concurrent with development.
- G. Encourage water conservation through a variety of programs and incentives for residential, commercial, and industrial users.
 - Govern the acceptable level of service for the domestic water system by the fire flow requirements established in the Comprehensive Water Plan.
- H. Require new residential, commercial, or industrial development provide an on-site water system to meet the city's Comprehensive Water Plan, and municipal and fire district standards.
 - Require minimum fire flow standards be consistent with Washington State Standards for commercial, industrial, and residential areas.
 - Maintain full metering.
- I. Develop new water sources, transmission, and storage close to the areas of growth as the city expands.
 - Collaborate with Kennewick, Richland, and Pasco on updates to the Regional Water Forecast and Conservation Plan.
- J. Maximize the benefit of the city's water storage capacity, as related to the water storage requirements of the fire code.
 - Consider adoption of a commercial fire prevention code, in order to reduce the ratio of water storage needed to serve commercial development.

- K. Require separate irrigation and potable water systems for new residential, commercial, and industrial development where feasible.
 - Encourage new development to locate in areas where irrigation water is available.
- L. Collaborate with irrigation districts to expand service areas.
- M. Require developers cover additional costs for the provision of sewer interceptors or increased treatment capacity.
- N. Operate the wastewater system according to state and federal guidelines.
- O. Operate the industrial sewer wastewater system according to state and federal guidelines.
 - Complete an assessment of effluent water re-use from the Industrial Plant.
- P. Develop and implement storm water management design standards that ensure an adequate level of containment is both economically reasonable and environmentally responsible.
 - Develop a storm water management program that complies with National Pollution Discharge Elimination standards (NPDES) and the Eastern Washington Stormwater Manual.
 - Implement Best Management Practices (BMPs) to reduce runoff through low-impact development techniques, and erosion and sediment control mechanisms.
 - Design the storm water system to accommodate a 25-year, 24-hour storm episode.
- Q. Locate utility lines within existing right-of-way corridors and provide for sufficient easements or rights-of-way in new developments to accommodate anticipated utility improvements.
- R. Provide for the location of electrical substations to provide sufficient setbacks from existing uses to reduce conflicts.
- S. Maintain consistency of the electrical utility franchises.
- T. Ensure compatibility of local utility installations and development with adjacent land uses.
- U. Require all new utility distribution and service lines serving new subdivisions and developments to be located underground.

- V. Coordinate with utility providers operating within the city's urban growth area to work with the city on major road realignment or construction projects for the installation of conduits or service lines for placing underground aerial feeder and service lines.
- W. Require shared trenches for new public and private utility lines.
- X. Ensure substation sites are screened and landscaped to provide buffers between them and adjoining dissimilar uses.
- Y. Ensure development standards for natural gas construction in street right-of-ways through work and cooperation with the Cascade Natural Gas and Washington Utilities Commission's staff.
- Z. Maintain consistency of the telecommunication franchises.
- AA. Reduce the use of permit-exempt wells which withdraw groundwater.

CAPITAL FACILITIES

Purpose

This element addresses capital facilities in West Richland. This element contains goals and policies for the provision of facilities such as schools, parks, streets, government buildings, water, sewer, that enable the city to be a safe, vibrant, and convenient place to live and do business. West Richland's public facility needs are served by city-owned and managed facilities and resources, and also by the Washington State Department of Transportation, Ben Franklin Transit, Benton County, the Kiona-Benton City School District, the Richland School District, Benton County Fire District #4, the Mid-Columbia Library District, Cascade Natural Gas, and the Benton Rural Electric Association (Benton REA). The city coordinates with these providers on growth and land use planning.

The Growth Management Act (GMA) requires that public facilities and services necessary to support development are concurrent with new development so they do not go below the city's minimum level of service (LOS) standards. The City must also inventory existing capital facilities, and provide a forecast for needed capital facilities, as well as proposed locations for those facilities.

The Capital Facilities Element is used to coordinate physical and fiscal planning. This element enables projects to be scheduled and to occur in a logical order respecting community priorities. This element is reviewed and updated as needed, to address changing needs and the long-term goals of this plan.

The plan deals with large expenses that have a life expectancy of more than ten years, are non-recurring, and can require financing over many years. A project may include design, engineering efforts, permitting, environmental analysis, land acquisition, construction, major maintenance, site improvements, energy conservation projects, landscaping, initial furnishings, and equipment.

Capital facilities inventory and future needs planning under the GMA differs from traditional capital improvement plans. Under the GMA, municipalities must identify specific facilities, include a realistic financing plan, and adjust the plan if funding is inadequate or if development requires previously unanticipated expansion. A key requirement is concurrency; public facilities must be available when the impacts of development occur. The City has reviewed needed facilities, project funding, projected city revenues, and confirmed the city is able to meet its capital goals and LOS standards.

Six-Year Capital Improvement Plan

The City of West Richland reviews, updates, and adopts the Six-Year Capital Improvement Plan during the biennial budget process. The current version will be maintained as Appendix 2 to this plan.

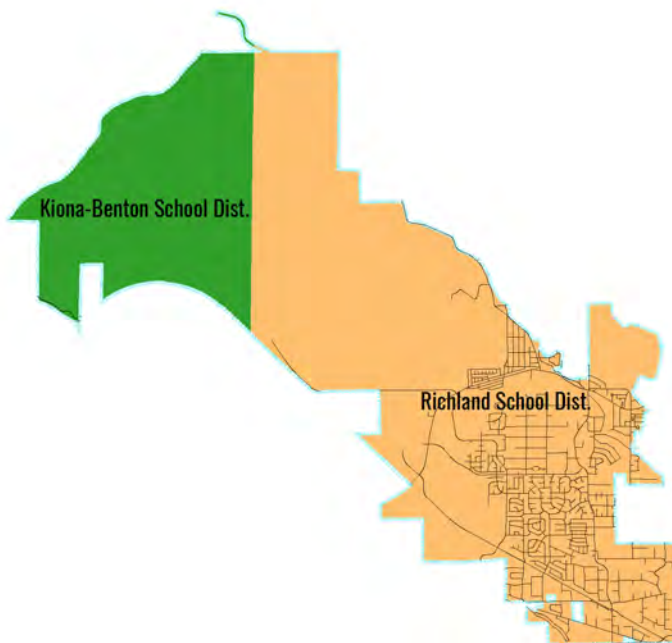
Additional Plans

Additional plans that are incorporated by reference into this document (as currently adopted, or subsequently amended by resolution) include:

- Benton County Comprehensive Solid Waste Management Plan
- BCFD4 Strategic Leadership Plan
- City of West Richland ADA Assessment and Transition Plan (*parks*)
- City of West Richland ADA Assessment and Transition Plan (*streets*)
- City of West Richland Comprehensive Water System Plan
- City of West Richland Stormwater Management Plan
- City of West Richland Stormwater Pollution Prevention Plan (SWPPP)
- City of West Richland Parks and Recreation Master Plan Update (2012)
- Quad Cities Water Right Regional Water Forecast and Conservation Plan
- Richland School District Facilities Master Plan

Schools

Local schools support the community's residents. There are two school districts within the City of West Richland incorporation limits:



Richland School District #400

The Richland School District #400 (RSD) serves the developed portions of City of West Richland and the City of Richland, as well as some surrounding, outlying areas. The District enrolls approximately 13,000 students and has approximately 1,500 employees with a total annual operating budget of \$140 Million. In total, there are ten elementary schools, three middle schools, and several high schools, including:

- Three elementary schools (preschool, kindergarten, grades 1-5) serve West Richland: Tapteal Elementary located on 62nd Avenue, Wiley Elementary located on South Highlands Blvd and White Bluffs Elementary, located on Kensington Way in the City of Richland. The Richland School District owns an additional 14-acre site on Belmont Blvd, south of the Mountain View Estates subdivision, which will serve West Richland with an elementary school, once constructed.
- Two middle schools (grades 6-8) serve West Richland: Enterprise Middle School (located on Paradise Way), and Leona Libby Middle School on Belmont Blvd.
- High School Students (grades 9-12) typically attend schools located in the City of Richland: in the southern portions of West Richland, students attend Richland High and students in the northern portions of West Richland attend Hanford High.
- Three Rivers HomeLink is a program, located at on Van Giesen Street in Richland, designed to partner with families who homeschool. Students in primary and secondary grades can participate in workshops through HomeLink.
- Delta High School, located on Broadmoor Blvd. in Pasco, was established in 2009 and emphasizes Science, Technology, Engineering, Math, and Humanities in the curriculum. Students from grades 9-12 may attend from the three districts in the Tri-Cities.
- River's Edge High School, on Gillespie Street in Richland, offers programs for students which may include independent learning, accelerated direct instruction, and working with individual needs. River's Edge also partners with other programs offered in the area, such as the Tri-Tech Skills and the Running Start program at Columbia Basin College.
- The school district owns an additional 72-acre site on Keene road, immediately west of Leona Libby Middle School. The site will serve as the district's third high school once constructed. The school district has announced that they will seek funding to construct the school in a bond election planned for 2021, in order to qualify for state matching funds.

In February 2017, voters passed a \$99 Million bond issue to fund facility improvements throughout the district, which includes the following projects within West Richland:

- Replace Tapteal Elementary School (the current building was constructed in 1978)
- Build a new elementary school on Belmont Boulevard
- Build a new elementary school at a site to be determined
- Classroom additions / land purchases (*this may or may not include West Richland schools*)

With the City’s expected growth rate over the next twenty years, we anticipate the need for three additional elementary schools and one new middle school (in addition to those currently planned) within the West Richland city limits.

Kiona-Benton City School District #52

In the future, the Kiona-Benton City School District may serve West Richland residents, once development occurs in the western portions of the city. However, it is not anticipated that growth will occur within the Kiona-Benton district boundaries during the 20-year planning period of this plan.

Private Schools

There are many private schools in the area, including Christ the King School (Pre-school through 8th grade), Liberty Christian School (Preschool through 12th Grade), Tri Cities Prep Catholic High School, and several Montessori schools, among other schools and programs for homeschooling.

Higher Education

The city benefits from the presence of higher educational opportunities within the region. Columbia Basin College and Washington State University – Tri-Cities operate within the region. The Tri-Cities region has the distinction of having one of the most highly education populations in the nation.

Municipal Buildings and Facilities

The city municipal complex on the 3800 block of Van Giesen currently includes four buildings housing the City of West Richland offices, Police Station, and West Richland Mid-Columbia Library, which holds the City Council Chambers, as shown in Table CF-2. In addition, the city retains ownership of additional buildings as listed in the table:

Table CF-2: City of West Richland Buildings and Facilities

Building name	Address	Description	Current Uses
City Hall	3801 W Van Giesen	Approx. 2192 square foot building, constructed In 1977	City Clerk Office, City administration and finance, Mayor’s office
Development Services	3801 W Van Giesen	Approx. 5000 square foot building, constructed in 2003	Public Works, Community Development (Planning and Building), Conference Room
Police	3805 W Van Giesen	Approx. 3032 square foot building,	Police department building including

		constructed in 1977	interview room, administrative offices, front counter
Library	3803 W Van Giesen	Approx. 6136 square foot building, constructed in 1996	Library (leased) Council Chambers / meeting space
City Maintenance Shop	5456 W Van Giesen	Approx. 1170 square foot structure	Offices, storage
Senior Center	616 60 th Avenue	Under 1200 square foot, built in 1950's	Senior Center and related activities
Wastewater Treatment Plant	N/A	Various buildings, equipment and facilities located on a 15-acre site	Laboratory, street waste decant facility, biosolids facility, treatment plant
Industrial Wastewater Treatment Plant	7655 Van Giesen	Small steel-structure building located on a one-acre site	Influent and effluent storage tanks, modular treatment tanks, laboratory
Parks Restrooms and Other Facilities	Various locations	Multiple facilities	The city owns and maintains restroom facilities in the city's park system, as well as additional facilities such as small kitchens

New Municipal Services Facility

The city is building a new 14,000 square-foot maintenance and municipal services building at 3100 Belmont (in the city's Belmont Business District) because current facilities are inadequate for the city's needs. The new building is scheduled to be completed in 2017, and will contain the offices for the city's public works and community development departments, as well as space for the City Council Chambers. The site will also include a sand/salt shed, asphalt-paved parking, landscaping, a crushed-gravel surface yard, and various exterior concrete hardscapes. There will also be a 9,300 square foot shop to house the city's Public Works maintenance vehicles and equipment. The project will be on a 7.5-acre site and will include office space for approximately 50 city employees.

In the future, the city's finance and city clerk departments will relocate to the new facility when a 4,000 square foot addition is completed (a "shell" for the building will be constructed in 2017, with completion planned for a later date).

New Animal Control Facility

The city plans to build an animal control facility in the future and the facility will be located next to the new municipal services facility, on an adjacent one-acre site.

Future Police Station and Community Center

The city recognizes the future need for a new police station and community center. However, potential locations, costs, and other programming aspects have not been determined at this time.

City-Owned Equipment and Property

The City owns several types of capital-intensive equipment, including a backhoe, snowplowing and sanding vehicle attachments, landscape maintenance equipment, and a street sweeper. The city owns a fleet of public works vehicles, including a vactor truck. The public works department and the police department require the most amount of city equipment and property, to provide their services to the community.

Library Collection and Services

The Mid-Columbia Library system began providing services at their West Richland branch in 1996. The system is governed by a seven-member board of trustees jointly appointed by the Commissioners of Benton and Franklin counties.

The library system includes a large collection of books, audiobooks, movies, magazines, and there are many options for customers to gain access to thousands of digital items, such as eBooks. For those who are unable to visit, the library branch offers homebound services in West Richland, where homebound or convalescent customers can have library items delivered to their home.

The Mid-Columbia Library's Strategic Plan for Success (2016-2018) is the system's guiding business document, which defines how service is provided to meet communities needs and sets goals and objectives by which success can be measured.

The city is not included in the Mid-Columbia tax district, and therefore all services are provided according to a service contract, funded through a dedicated, voter-approved property tax levy.

Fire Department Facilities and Services

Benton County Fire District #4 (BCFD4) provides fire protection and emergency medical service to the City of West Richland and nearby residents, over an area of 52 square miles. The fire district is a "special service district" which responds to fires, but also carries out the

responsibilities related to fire prevention, technical and water rescue, hazardous materials response, infectious diseases control, Emergency Medical Service, and non-emergency care.

BCFD4 was formed on March 15, 1954 to provide fire protection service for the area. The City of West Richland was formed in approximately 1955 and annexed into BCFD4 on June 15, 1981. BCFD4 covers 52 square miles including the City of West Richland and employs around 50 full-time and volunteer firefighters operating out of two fire stations. BCFD4 provides a full range of emergency services (fire, medical, and rescue response as well as special operation disciplines such as technical rescue, water rescue, wildland firefighting and hazardous materials response, and non-emergency services) to the citizens living in the service area.

The headquarters for BCFD4 is Station #420 located at 2604 Bombing Range Road on a patented five-acre piece of Bureau of Land Management (BLM) land. In addition to Station #420, BCFD4 has another station #410 located at 1400 Harrington Road, which is a five-acre piece of property that is leased from the Washington Department of Natural Resources (DNR).

The BCFD4's Strategic Leadership Plan serves as the long-range capital facilities plan for BCFD4, and is hereby adopted by the City of West Richland as part of the Community Services and Facilities Element. The city has reviewed BCFD4's Strategic Leadership Plan and determined that it is consistent with the Land Use Element and provides sufficient capacity to handle growth projections.

Police Protection Facilities and Services

The city's police department provides a variety of services including call response, proactive patrol, special operations, traffic enforcement, investigation, security checks for vacationing homeowners, and animal control. The department also provides community services such as fingerprinting, concealed pistol permits and the secure medicine return program. The police department responds to calls 24 hours per day, seven days per week through the Southeast Communications (SECOMM) dispatch center.

The police fleet consists of over a dozen patrol vehicles and an animal control vehicle.

Capital Facilities Goals and Policies

The Capital Facilities goals, policies, and strategies are provided below, with a separate section addressing policies for siting Essential Public Facilities.

Additional related goals and policies are located in the Utilities, Transportation, and Parks and Recreation Elements of this plan.

Capital Facilities Goals:

1. Enhance the quality of life in West Richland through the planned provision of public and private capital facilities, both through the city and through coordination with other public and private providers.
2. Ensure that capital facilities elements of the Comprehensive Plan are fiscally achievable.
3. Leverage City of West Richland capital expense funds to maximize the effectiveness of city resources.
4. Coordinate with Richland School District in planning for future school facilities for the educational needs of the growing community, ensuring that adequate land is zoned for such use.
5. Provide municipal building resources for community services.
6. Coordinate with Fire District No. 4 to help ensure delivery of essential emergency services to residents in a fiscally responsible manner.
7. In coordination with BCFD4, ensure that sufficient fire protection services and emergency medical services are provided to meet the needs of the city’s current residents and to support future development.
8. Adopt the levels of service shown in Table CF-3 to promote the community’s quality of life.

Table CF-3: Minimum Level of Service Standards

Service Type	Minimum Level of Service Standard
Municipal Buildings	<p>Facilities that are safe and meet all applicable building standards, codes, state and federal regulations, and environmental quality aspects.</p> <p>Facilities that are properly sized, designed for their intended purpose, and evolve to meet future demands, such as population growth,</p>

	expanded infrastructure, and changes in regulatory requirements.
Police Protection	Public capital facility needs are associated with police protection, operations, special operations, and support services. The service standards is to have facilities and equipment sufficient to meet the demand for police services.
Fire Service	Maintain a fire service protection rating of 4 or less.
Schools	The school district establishes standards for class sizes according to grades for elementary students, and enrollment to FTE ratios for secondary schools
Stormwater	<u>Drainage Swales</u> : Ability to accommodate a 25-year, 24-hour storm event <u>Storm water management systems</u> : Ability to retain on-site the runoff from 25-year, 24-hour storm at peak discharge rates <u>New facilities</u> : new facilities will be constructed in accordance with the Eastern Washington Phase II Municipal Stormwater NPDES Permit
Transportation	Level of service of “D” or better, as discussed in the Transportation Element.
Water	<u>Potable water</u> : 200 gallons of potable water per household, per day, for summer time domestic use <u>Flow volume</u> : meets instantaneous demand together with project fire flows
Wastewater	100 gallons per dwelling unit, per day (where sanitary sewer is available)
Irrigation water	1900 gallons of water per household, per day, during the dry season
Electric	Per Benton REA standards
Solid Waste	Per the Benton County Solid Waste Inter-local agreement
Parks	<u>Regional Park</u> : 2 acres per 1,000 residents <u>Community Park</u> : 2.75 acres per 1,000 residents <u>Neighborhood Park</u> : 1.25 acres per 1,000 residents <u>Open Space</u> : 1 acre per 1,000 residents <u>Trails</u> : 1 mile per 1,000 residents
Public Works Services	<u>Street sweeping</u> : per National Pollutant Discharge Elimination System (NPDES) permit requirements

Capital Facilities Policies and Strategies:

- A. When planning, developing, and administering the city's capital investment program, give consideration to: public health and safety, supporting the West Richland future vision as described in the Comprehensive Plan, meeting the adopted level of service standards, and developing and operating capital investments in a fiscally responsible manner.
- B. Maintain, rehabilitate, or replace the city's facilities and infrastructure as necessary to extend the useful life of existing facilities, and to ensure continued efficiency and conservation of energy and resources.
- C. Provide capital improvement funds to correct existing deficiencies, replace worn out or obsolete facilities, and accommodate desired growth.
 - Proposed capital improvement projects shall be evaluated and priorities set, considering: Financial feasibility; the purpose of the project (elimination of capacity deficits, elimination of public hazards, or city needs based on projected growth patterns); the type of project (new development or redevelopment); and plans of other state and local agencies.
- D. Maintain an up-to-date six-year schedule of improvements for capital improvement projects of a relatively large scale and high cost of \$25,000 or more. Capital improvements with costs of less than \$25,000 should be reviewed for inclusion in the Six-Year Capital Improvement Program and the biennial capital budget.
- E. Require developers to contribute a share of facility improvement costs required by their developments as supported by the GMA.
 - Periodically review the city's impact fees ordinances to address the share of improvement costs required by new development.
- F. Manage fiscal resources to support the provision of needed capital improvements.
 - Adopt a biennial capital budget and a six-year capital improvement program.
 - Manage debt limits on general obligation debt to remain under the state limit of 1.5 percent of assessed value.
 - Work to secure grants or private funds to finance capital improvements.
 - Maintain an excellent bond rating of AA or higher.
- G. Coordinate land use decisions and a schedule of capital improvements with financial resources.
 - Require the city and/or developers to provide public facilities and services concurrent with the impact of their development.
 - Support and encourage the joint development and use of cultural and community facilities.
 - Emphasize capital improvement projects promoting conservation, preservation, or revitalization of local commercial, industrial, and residential areas.

- If funding falls short of what is needed for proposed projects, the city will reassess the land use element, funding sources, and level of service standards.
- H. Establish public/private partnerships to increase funds available to the city as well as encourage developments that meet the goals of the Comprehensive Plan, focusing on multimodal transportation, variety of housing types, and increased retail activity.
- I. Actively pursue grant funding to offset capital costs.
- J. Ensure space is available for future school sites in the city.
 - Work closely with the school district’s operations and facilities office, and provide frequent updates on platting and permitting activity (housing) within the city.
 - Ensure that land is appropriately zoned to include space for school facilities.
- K. Continue to work with the school district to establish joint-use facilities.
- L. Provide suitable facilities for the provision of municipal services including building space, technology, and related amenities.
- M. Provide adequate space for community interaction, fellowship, and recreation.
 - Consider the feasibility of providing a Community Center.
 - Continue to facilitate volunteer-coordinated improvements to the West Richland Senior Center.
- N. Cooperate with other public jurisdictions and agencies for the provision of building space and services.
- O. Provide Animal Control services in the city.
- P. Establish a policy to determine how city-owned real property may be surplus when no longer needed, to attain the highest value for taxpayers.
- Q. Enact policies and ordinances that will help the fire district achieve and maintain favorable fire insurance ratings for the District.
- R. Work with the Fire District to plan for the needs of a growing community and provide information to the Fire District on new land development as it occurs.
- S. Support public education programs of BCFD4 that inform and educate citizens in fire/medical safety issues that will prevent fires, injuries and promote citizen safety.
- T. Support a program for communication to city residents through the use of a reader board or other message center.

Additional Policies for Siting Essential Public Facilities:

The city will maintain a process to regulate the siting of essential public facilities pursuant to RCW 36.70A.200:

- A. Define Essential Public Facilities consistent with the Growth Management Act.
- B. Coordinate with neighboring jurisdictions and Benton County by participating in interjurisdictional processes to develop coordinated approaches to siting of essential public facilities and to address impacts.
- C. Condition proposals to be consistent with the city's Vision Statement, Comprehensive Plan, other adopted plans, and development regulations.
- D. Promote the execution of interlocal agreements regarding the siting, operation and/or expansion of such facilities within the community. Agreements are encouraged to the extent they would result in locally beneficial siting decisions, facilitate the sponsor's voluntary provision of enhanced mitigation measures exceeding those required by applicable regulatory standards, and/or provide for mitigation of any disproportionate financial burden on the city created by the proposed facility.
- E. To the extent legally permissible, it is the policy of the city that no essential public facility be located within a residential zoning district unless no reasonable alternative sites in other zoning districts are or practicably can be made available.
- F. The city's regulations for essential public facilities shall provide a public process that includes, at a minimum, noticing as required by the city's development code and provides for at least one public hearing to be heard by the review authority.

GLOSSARY

Adequate Capital Facilities: Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums.

Affordable Housing: Residential housing that is rented or owned by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the household's monthly income. (WAC 365-196-210)

Agricultural Land: Primarily devoted to commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, and Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, or livestock and land that has long-term commercial significance for agricultural production.

Arterial (Minor): Minor arterials connect with and augment the principal arterials and serve intra-city areas. Minor arterials provide more access to abutting land than a principal arterial. Minor arterials also connect residential neighborhoods to small community centers and principal arterials. These streets typically provide service to the public transit system. Average daily traffic (ADT) is usually between 5,000 and 15,000 vehicles per day. The roadways typically have 2, 4, or 5 travel lanes with widths ranging from 28 to 60 feet. Right-of-way widths are typically 84 feet, and have vertical curbs and gutters.

Arterial (Principal): Principal arterials provide service to major city centers and centers of activity. They are typically the traffic corridors with the highest traffic volumes and carry the most traffic in the area. Principal arterials carry traffic into, out of, and through West Richland. The traffic movement function is emphasized at the expense of convenient access to adjacent land. ADT is usually greater than 10,000 vehicles per day. The roadway typically has four or more travel lanes with pavement widths ranging from 44 to 84 feet. Right-of-way widths are typically 100 feet, and most have vertical curbs and gutters. The principal arterial classification is further subdivided into: 1) interstate freeways, 2) other freeways and expressways and 3) other principal arterials without strict access control.

Allowed Densities: The density, expressed in dwelling units per acre, allowed under the city's development regulations when considering the combined effects of all applicable development regulations.

Assumed Densities: The density at which future development is expected to occur as specified in the land capacity analysis or the future land use element. Assumed densities are also referred to in RCW 36.70A.110 as densities sufficient to permit the urban growth that is projected to occur.

Capacity: The measure of the ability to provide a level of service on a public facility.

Capital Budget: The portion of each local government's budget reflecting capital improvements for a fiscal year.

Capital Facility: A capital facility is a physical structure owned or operated by a government entity that provides or supports a public service.

Capital Facilities Plan: A plan of capital projects, for a six or longer time period, with estimated costs and proposed methods of financing that is updated annually.

Capital Improvement: Land, improvements to land, structures (including design, permitting, and construction), initial furnishings and selected equipment. Capital improvements have an expected useful life of at least 10 years

Collector: Collector arterials provide local circulation to residential areas and access to adjacent commercial and industrial businesses. These streets allow movement within neighborhoods and funnel neighborhood traffic onto the principal and minor arterial street system. Collector arterials can also provide circulation for a central business district as a grid system with minor or principal arterials on the perimeter. Collector arterials may also serve public transit routes. ADT on collector arterials is usually between 3,000 and 10,000 vehicles per day. The roadway typically has two or three lanes with pavement ranging from 24 to 36 feet wide. Right-of-way widths are typically between 50 and 60 feet, and most have vertical curbs and gutters.

Commercial Uses: Commercial uses are activities within land areas predominately connected with the sale, rental, and distribution of products, or performance of services.

Complete Street: A road that is designed to be safe and accessible for motorists, bicyclists, transit vehicles and users, freight, emergency services providers, and pedestrians of all ages and abilities. The complete street policy focuses not just on changing individual roads, but on changing the decision-making process so that all users are routinely considered during the planning, designing, constructing, and operation and maintenance of all roadways.

Complete Streets Infrastructure: Design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; traffic calming devices such as rotary circles and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; and raised medians.

Comprehensive Plan: The Comprehensive Plan is the document, including maps, adopted by the City Council in accordance with applicable state law.

Concurrency: Concurrency describes the situation in which adequate facilities are available when impacts of development occur, or within a specified time thereafter. The City generally defines concurrency as the financial commitment to complete improvements or strategies within six years of development, unless otherwise noted.

Consistency: Consistency provides that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency shows a capacity for orderly integration or operation with other elements in a system.

Coordination: Coordination is consultation and cooperation among jurisdictions.

Critical Areas: Critical areas include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Critical Areas Ordinance (CAO): The purpose of the critical areas ordinance is to protect the functions and values of ecologically sensitive areas while allowing for reasonable use of private property, through the application of best available science; implement the GMA and the natural environment goals of the Comprehensive Plan; and protect the public from injury and loss due to slope failures, erosion, seismic events, volcanic eruptions, or flooding.

Cultural Resources: A term for lands, sites, and structures, which have historical or archaeological and traditional cultural significance.

Demand Management Strategies: Strategies designed to change travel behavior to make more efficient use of existing facilities to meet travel demand. Examples of demand management strategies can include strategies that: (a) Shift demand outside of the peak travel time; (b) Shift demand to other modes of transportation; (c) Increase the average number of occupants per vehicle; (d) Decrease the length of trips; and (e) Avoid the need for vehicle trips.

Density: Density is a measure of the intensity of development, generally expressed as dwelling units per acre. It can also be expressed as population density (for example, people per acre). Density is useful for establishing a balance between potential local service use and service capacities.

Design Guidelines: A set of general recommendations and directions defining parameters to be followed in site and/or building design and development.

Design Standards: A set of requirements defining parameters to be followed in site and/or building design and development.

Development: A use consisting of the construction or exterior alternation of buildings or structures; dredging; drilling; dumping; filling; removal of any sand, gravel, or minerals; bulkheading; driving of piling; placing of obstructions; or any project of a permanent or temporary nature which interferes with the normal public use of the surface of the waters of the state subject to the SMA at any state of water level (RCW 90.58.030(3)(d))

Development Regulations: The controls placed on development or land uses by the city, including, but no limited to, zoning ordinance, critical areas ordinances, all portions of a shoreline master program other than goals and policies approved or adopted under RCW 90.58, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances.

Domestic Water System: The domestic water system is any system providing a supply of potable water for the intended use of a development.

Erosion Hazard Areas: Those areas that because of natural characteristics, including vegetative cover, soil texture, slope gradient, and rainfall patterns, or human-induced changes to such characteristics, are vulnerable to erosion.

Essential Public Facilities: These are public facilities and privately owned or operated facilities serving a public purpose, typically difficult to site. They include many different facilities: airports, state education facilities, state or regional transportation facilities, prisons, jails and other correctional facilities, communication towers and antennas, solid waste handling facilities, sewage treatment facilities, and inpatient facilities (group homes, mental health facilities, and substance abuse facilities). The State Office of Financial Management (OFM) identifies these facilities as essential public facilities, consistent with RCW 36.70A.200, and facilities identified as essential public facilities in the applicable zoning ordinance.

Fire Flow: The amount of water volume needed to provide fire suppression. Adequate fire flows are based on industry standards, typically measured in gallons per minute (gpm). Continuous fire flow volumes and pressures are necessary to ensure public safety. The fire flow volume shall be in addition to the requirements of the water system for domestic demand.

Financial Commitment: Sources of public or private funds or combinations of these have been identified which will be sufficient to finance capital facilities necessary to support development and assure that funds will be used to that end in a timely manner.

Floodplain: That area of land adjoining a body of water that has been or may be covered by floodwater, as mapped by the Federal Emergency Management Agency (FEMA) on Flood Insurance Rate Maps (FIRMs) and published risk assessments.

Forest Land: This is land primarily useful for growing trees, including Christmas trees subject to the excise tax imposed under RCW 84.33.100 through 84.33.140, for commercial purposes, and that has long-term commercial significance for growing trees commercially.

Functional Classification: A designation assigning categories to transportation facilities based on a facility's role in the overall transportation system, such as arterial or collector.

Geologically Hazardous Areas: Areas that, because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns. This also includes areas with slopes of more than 15 percent.

Goal: The long-term end toward which programs or activities are ultimately directed.

Grading: The clearing of trees, brush, scrubs, or grass or excavating, filling, or leveling of surface contours.

Growth Management: Growth Management is a method to guide development to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Growth Management Act: (GMA) The Growth Management Act as enacted in 1990 and amended by the State of Washington (RCW 36.70A).

Habitat: The environment(s) where a plant or animal naturally or normally lives and grows.

Historic Resources: Those historic or cultural properties or items that fall under jurisdiction of the DAHP.

Household: A household includes all the persons who occupy a group of rooms or a single room that forms a housing unit. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

Impact Fee: A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

Impervious Surface: The area of a lot that is covered by impervious surfaces, measured by percentage. Any non-verticle surface artificially covered or hardened so as to prevent or impede the percolation of water into the soil mantle including, but not limited to, roof tops, swimming pools, paved or graveled roads and walkways or parking areas, but excluding landscaping and surface water retention/ detention facilities.

Infill: The development of housing or other buildings in vacant sites in already developed areas.

Industrial Uses: The activities predominately connected with manufacturing, assembly, processing, or storage of products.

Infrastructure: Infrastructure are those man-made structures that serve the common needs of the population, such as: sewage disposal systems, potable water wells serving a system, irrigation systems, solid waste disposal sites or retention areas, storm water systems, utilities, bridges, and roadways.

Intensity: Intensity is a measure of land use activity based on density, use, mass, size, and impact.

Level of Service (LOS): An indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. LOS means an established minimum capacity of capital facilities or services provided by capital facilities that must be provided per unit of demand or other appropriate measure of need.

Local Access Streets: Local streets comprise all roadways and streets not otherwise classified. Their main function is the direct access to abutting properties, often at the expense of traffic movement, low speeds and delays caused by turning vehicles are common. These streets usually do not support public transit service. ADT on local access streets is usually less than 5,000 vehicles per day. The roadway typically has two lanes with widths from 22 to 34 feet. Right-of-way widths are typically 50 or 60 feet, and most have a vertical or rolled curb and gutter.

Manufactured Housing: A manufactured building or major portion of a building designed for long-term residential use. It is designed and constructed to be transported to a site for installation and occupancy when connected to required utilities.

May: Implies an optional or discretionary choice.

Median Income: The income level which divides the income distribution of a given area into two equal parts, one having incomes above the median income and the other having incomes below the median income. For households and families, the median income is based on the distribution of the total number of units including those with no income.

Mixed Use: Development that combines two or more different land uses in the same project. For example, a mixed-use project may include both retail uses and residential uses.

Mobile Home: A single portable manufactured housing unit or a combination of two or more such units connected on-site, being:

- a. designed to be used for living, sleeping, sanitation, cooking, and eating purposes by one family only and containing independent kitchen, sanitary, and sleeping facilities;
- b. designed so that each housing unit can be transported on its own chassis;
- c. placed on a temporary or semi-permanent foundation; and
- d. is more than 32 feet in length and more than eight feet in width.

Multi-Family Housing: A structure containing two or more joined dwelling units

Multi-Modal: Two or more modes or methods of transportation. Examples of transportation modes include: bicycling, driving an automobile; walking, bus transit or rail.

Non-Motorized Transportation: Any mode of transportation that utilizes a power source other than a motor. Primarily, non-motorized modes include walking (pedestrian), horseback riding (equestrian), and bicycling.

Native Vegetation: Vegetation comprised of plant species that are indigenous to the area.

Natural Resource Lands: Agricultural, forest, and mineral resource lands that have long-term commercial significance.

Objective: A specific, measurable, intermediate end that is achievable and marks progress toward a goal.

Open Space: Underdeveloped land that serves a functional role in the life of the community. This term is subdivided into the following:

- a. Pastoral or recreational open space areas that serve active or passive recreational needs, such as, federal, state, regional, and local parks, forests, and historic sites.
- b. Utilitarian open spaces are those areas not suitable for residential or other development, due to the existence of hazardous or environmentally sensitive conditions, which can be protected through open space, such as, critical areas, airport flight zones, and well fields. This category is sometimes called health and safety open space.
- c. Corridors or linear open spaces are areas through which people travel, which may also serve an aesthetic or leisure purpose. For example, an interstate highway may connect point A to point B, but may also offer an enjoyable pleasure drive for the family. This open space is also significant in its ability to connect one residential or leisure area with another.

Owner: Any person or entity, including a cooperative or a public housing authority (PHA), having the legal right to sell, lease, or sublease any form of real property.

Performance Standards: Criteria that are established and must be met before a certain use will be permitted. These measures are designed to guide development of property and include, but are not limited to, open space requirements, water and wastewater requirements, buffer zones, screening, size and heights limits for buildings, noise, vibration, glare, heat, air or water contaminants, and traffic.

Permit: Any building permit, variance, conditional use permit, or shoreline substantial development permit, shoreline variance or shoreline conditional use permit.

Planned Unit Development (PUD): A residential development that includes a mix of housing types such as single family, townhouses, and other multi-family, and groups uses to provide common open space or to include recreation such as golfing as part of the development.

Planning Period: The 20-year period following the adoption of a Comprehensive Plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Policy: The way in which programs and activities are defined in order to achieve an identified goal.

Public Facilities: Includes streets, roads, highways, sidewalks, street, and road lighting systems, traffic signals, domestic and irrigation water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. These physical structures are owned or operated by a governmental entity, which provides or supports a public service.

Public Services: Includes fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Regional Transportation Plan: The transportation plan for the regionally designated transportation system that the Regional Transportation Planning Organization produces.

Regional Transportation Planning Organization (RTPO): Authorized by the 1990 Legislature, the RTPO is part of the State's Growth Management Act. The program created a formal mechanism for local governments and the state to coordinate planning for regional transportation facilities and services. The RTPO for West Richland is the Benton-Franklin Council of Governments.

Right-of-Way: Land that the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Riparian: Of, on, or pertaining to the lands situated along banks of a river, stream, or lake.

Rural Land: All land which are not within the city or the city's urban growth area and is not designated as natural resource lands having long-term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Sanitary Sewer Systems: All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Shall: A directive, mandate, or requirement; the action must be done.

Shoreline Master Program: The comprehensive use plan for a described area, and the use regulations together with maps, diagrams, charts, or other descriptive material and text, a statement of desired goals, and standards developed in accordance with the policies enunciated in RCW 90.58.020.

Should: An optional or discretionary requirement.

Shrub - steppe: Vegetation consisting of one or more layers of perennial grass with a discontinuous overstory layer of shrubs. Shrub- steppe historically dominated the landscape in eastern Washington.

Sign - Any device, structure, fixture or placard that uses words, letters, numbers, symbols, graphic designs, logos, or trademarks for the purposes of a) providing information or directions; or b) identifying or advertising any place, establishment, product, good, or service.

Single-Family Housing: A single-family unit is a detached housing unit designed for occupancy by not more than one household. This definition does not include manufactured housing, which is treated as a separate category.

Solid Waste Handling Facility: Any facility for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.

Strategy: Devising or employing plans or stratagems towards a goal. Serves an important function in achieving success.

Transportation Facilities: Includes capital facilities related to air, water, or land transportation.

Transportation Level of Service Standards: A measure that describes the operational condition of the travel stream, usually for speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Urban Growth: Growth that uses land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban

governmental services. "Characterized by urban growth" refers to land having urban growth on it, or to land located in relationship to an area with urban growth on it so as to be appropriate for urban growth.

Urban Growth Area (City of West Richland): Those areas designated by Benton County pursuant to RCW 36.70A.110 within which the City shall provide for and finance all necessary urban capital facilities and services, manage all activities related to long-range growth management planning, and ongoing review and approval of all land use and development permits.

Urban Governmental Services: Include those governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic and irrigation water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with non-urban areas.

Utilities: Facilities serving the public by means of a network of wires or pipes, and ancillary structures. Included are systems for the delivery of natural gas, electricity, telecommunications services, water, and the disposal of sewage.

Visioning: A process of citizen involvement to learn values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Wetland: Areas inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate conversion of wetlands, if permitted by the City.

Will: A directive or requirement.

Zoning: The process by which a county or municipality legally controls the use of property and physical configuration of development upon tracts of land within its jurisdiction.

APPENDIX 1
ADOPTION ORDINANCE

**CITY OF WEST RICHLAND
ORDINANCE NO. 14-17**

**AN ORDINANCE OF THE CITY OF WEST RICHLAND, WASHINGTON,
ADOPTING THE 2017 WEST RICHLAND COMPREHENSIVE PLAN,
PROVIDING SEVERABILITY, AN EFFECTIVE DATE AND CORRECTIONS**

WHEREAS, RCW 36.70A, also known as the "Growth Management Act ("the Act"), requires that cities subject to the Act adopt comprehensive plans and implementing development regulations consistent with the Act; and

WHEREAS, the Act requires the City of West Richland to take legislative action to review and, if needed, revise its Comprehensive Plan and development regulations to ensure their continued compliance with the requirements in Chapter 36.70A RCW by June 30, 2017 (also known as "periodic review"); and

WHEREAS, State law requires that each city planning under the Act must periodically review, and, if needed, revise its comprehensive plan and development regulations to ensure compliance with the Act; and

WHEREAS, the City of West Richland seeks to be in compliance with the goals, policies, and procedures of the Growth Management Act; and

WHEREAS, the City of West Richland has actively sought citizen input, utilizing several forms of public informational media and outreach, in addition to the regularly noticed public workshops, public meetings and public hearings; and

WHEREAS, the City of West Richland adopted Resolution 23-15 (Public Participation Plan) on June 16, 2015; and

WHEREAS, the West Richland Planning Commission conducted a Visioning Workshop on February 11, 2016; and

WHEREAS, the West Richland Planning Commission conducted a Land Use – Housing Strategies Workshop on March 10, 2016; and

WHEREAS, the West Richland Planning Commission conducted an Infrastructure Workshop on April 14, 2016; and

WHEREAS, the West Richland Planning Commission conducted a Community Character Workshop on May 12, 2016; and

WHEREAS, the West Richland Park Board and Economic Development Board conducted a Workshop on July 27, 2016; and

WHEREAS, the West Richland Planning Commission conducted an Introduction and Housing Element Workshop on September 29, 2016; and

WHEREAS, the West Richland Planning Commission conducted a Comprehensive Plan Update Workshop on October 20, 2016; and

WHEREAS, the West Richland Planning Commission and Economic Development Board conducted an Economic Development Element Workshop on November 20, 2016; and

WHEREAS, the West Richland Planning Commission conducted a Land Use Map Workshop on December 14, 2016; and

WHEREAS, the West Richland Planning Commission conducted a Comprehensive Plan Workshop on January 12, 2017; and

WHEREAS, on February 8, 2017 the City of West Richland delivered to the Washington State Department of Commerce a Notice of Intent to Adopt Amendment pursuant to RCW 36.70A.106, which transmittal satisfied the requirement in the Growth Management Act that the state receive proposed amendments at least 60 days prior to the anticipated adoption date; and

WHEREAS, Notice of Public Hearing was published in the newspaper, posted at City Hall, the Library and Fire Station, posted on the City's website, sent via email to citizens and agencies on the City's Comprehensive Plan Update E-Mail List, and posted on the Nextdoor Social Media Application on February 8, 2017; and

WHEREAS, on March 28, 2017 the Washington State Department of Commerce Growth Management Services (Commerce) provided a comment letter identifying general acceptance of the Draft 2017 Periodic Plan; and

WHEREAS, the suggested changes requested in the Commerce letter have been made where warranted; and

WHEREAS, the West Richland Planning Commission held a duly noticed public hearing concerning the proposed 2017 Periodic Plan on March 9, 2017; and

WHEREAS, the City of West Richland Community Development Department on March 21, 2017 issued a State Environmental Policy Act (SEPA) Final Environmental Impact Statement (FEIS) Addendum for the West Richland Comprehensive Plan, which issuance satisfied the SEPA requirement for environmental review; and

WHEREAS, the West Richland City Council conducted a 2017 Comprehensive Plan Update Workshop on April 11, 2017; and

WHEREAS, the West Richland City Council conducted a 2017 Comprehensive Plan Update Workshop on May 9, 2017; and

WHEREAS, the City Council opened the duly noticed public hearing concerning the proposed 2017 Periodic Plan Update on June 27, 2017 and continued the public hearing to August 8, 2017; and

WHEREAS, the City Council continued the public hearing concerning the proposed 2017 Periodic Plan Update on August 8, 2017; and

WHEREAS, in accordance with the Growth Management Act, the City Council on June 27, 2017, considered the cumulative effect of the 2017 Periodic Plan and Code amendments, which combined proposed amendments comprised all of the proposed Comprehensive Plan and Code amendments considered in 2017; and

WHEREAS, all parties wishing to comment on the proposed amendments were given an opportunity to do such;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF WEST RICHLAND, WASHINGTON, does hereby ordain as follows:

SECTION 1: The West Richland Comprehensive Plan is hereby amended as set forth in Exhibit A, attached hereto and incorporated by this reference as if set forth in full.

SECTION 2: The City Council hereby adopts Findings and Conclusions for the proposed 2017 Periodic Update to the West Richland Comprehensive Plan, which Findings provide a record of the process and issues involved in consideration of said proposed Plan and Code amendments, and which are attached to this Ordinance as Exhibit B and incorporated by this reference as if set forth in full.

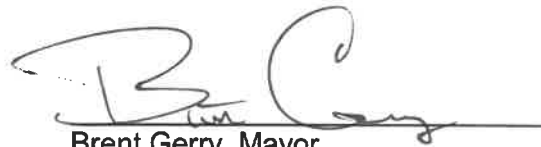
SECTION 3: SEVERABILITY: If any section, sentence, clause or phrase of this ordinance should be held to be invalid by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

SECTION 4: EFFECTIVE DATE: This ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum, and shall take effect five (5) days after passage and publication of an approved summary thereof consisting of the title.


SECTION 5: CORRECTIONS: 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 / clerical errors, references, ordinance numbering, section / subsection numbers and any references thereto.

SECTION 6: COPY TO DEPARTMENT OF COMMERCE: Pursuant to RCW 36.70A.106, a complete and accurate copy of this ordinance shall be transmitted to the Department of Commerce within ten days of adoption.

PASSED BY THE CITY COUNCIL OF THE CITY OF WEST RICHLAND, WASHINGTON, this 8th day of August, 2017.


Brent Gerry, Mayor

ATTEST:


Julie Richardson, City Clerk

APPROVED AS TO FORM:


Mike Rid, City Attorney

APPENDIX 2

6-YEAR CAPITAL IMPROVEMENT PLAN (CIP)

City of West Richland

2017-2022 Capital Improvement Plan

Adopted August 8, 2017 (Res. No. 16-17)

Purpose

The State of Washington Growth Management Act (GMA) requires cities to include a six-year capital improvement plan (CIP) in their comprehensive plans. The objective is that the six-year plan should align with the city's budget and also coordinate with a longer-range Capital Facilities Plan (CFP) which includes twenty-years of projects. Both plans must include estimated costs and proposed financing methods.

For this document, the following definition of a capital improvement project is used:

*A **Capital Improvement Project** is a major, non-routine expenditure for property acquisition, new construction, or improvement to existing buildings, facilities, land, or infrastructure with an estimated useful life of five or more years, and a total cost of \$25,000 or more.*

Generally speaking, capital facilities are those services and facilities such as storm and wastewater systems, domestic water systems, street cleaning services, fire and police protection services, public transit services. These facilities and services have a Level of Service (LOS) associated with them, as identified in the Capital Facilities Element of this plan.

In addition to the items listed above, West Richland chooses to include municipal buildings, very expensive vehicles (such as vector trucks), and the Industrial Plant in capital facilities planning. West Richland does not include public transit services or facilities in their CIP, as that is provided by an external agency (Ben-Franklin Transit). In addition, it is important to note that Benton REA, Benton County Fire District #4 and the Richland School District perform their own capital facilities planning. The city also excludes irrigation systems and city-owned equipment such as computers and air-conditioning units from the CIP.

Previous CIP Accomplishments

The city completed many important projects from the 2014-2019 CIP including:

- Extension of the Belmont Waterline
- Paradise Way Ph. 4 Water Extension
- Construction of the Industrial Wastewater Treatment Plant (I-Plant)

- Construction of the Biosolids Processing Facility
- Construction of the Keene Road Ph. 3 Pathway
- Design for the Yakima River Gateway Project
- Design and Right-of-Way (ROW) acquisition for S 38th Ave/ Mt. Adams View Dr. Project
- Paradise Way / Belmont Blvd. road widening
- Design for Paradise Way Ext Ph. 4
- Design and ROW acquisition for Bombing Range Road Ph. 8
- Design, ROW acquisition and construction of the Bombing Range Outfall Elimination facility
- Design and construction for N. 62nd Ave Storm Water Retro-Fit Project
- Design and construction for the Fern Loop Outfall Elimination Facility
- Creation of a community garden at the Yellowstone Trail Park
- Belmont Property site improvements
- Replacement of the vector truck
- City-wide LED retrofit

Awards:

- Ecology recognized the community garden at Yellowstone Trail Park as a model stormwater project, serving as a multi-purpose facility
- The Infrastructure Assistance Coordinating Council (IACC) named the city’s I-Plant the “2016 Best Capital Facilities Project”
- IACC Energy Efficiency Award for the LED streetlight retro-fit project (2015)
- The LED Streetlight retro-fit project was featured in the national Public Works Magazine publication
- Ecology recognized the city with an Outstanding Performance Award for Compliance with Ecology NPDES Wastewater Permit in the years 2012 , 2013, 2014, and 2015 for perfect compliance with all permit requirements

The City Budget and Finance Forecasts

The City of West Richland operates on a biennial (2-year) budget. The budgeting process includes public outreach and opportunities for public comment. The city’s budget document describes fund sources and uses within the city, and provides revenue projections.

Key funds that are listed below as sources for project funding include:

General Fund – 001

Park Impact Fund – 104

Criminal Justice Fund - 105

Real Estate Excise Taxes (REET 1) Fund – 301

Real Estate Excise Taxes (REET2) Fund- 302

CERB / Belmont Capital Improvements Fund – 320

Transportation Impact Fees Fund – 355

Water/ Sewer Utility Operating Fund-401

Solid Waste Fund - 405
Water System Development Fund – 441
Sewer System Development Fund – 442
Water Line Development Fund – 451

Sewer Line Development Fund – 452
Irrigation Utility Fund – 402
Stormwater Utility Fund – 404
Garbage Utility Fund – 405

These funds are described in detail, with projections for revenues / planned expenditures for the budget time span (two-years) in the city’s budget document.

Grant, Loans, and State/ Federal Funding

The following summarizes typical funding sources via grant and loan programs at the local, state or federal level:

CERB (Community Economic Revitalization Board): CERB provides funding to local governments and federally-recognized tribes for public infrastructure which supports private business growth and expansion. Eligible projects include domestic and industrial water, storm water, wastewater, public buildings, telecommunications, and port facilities.

Department of Ecology Grants: The Washington State Department of Ecology offers grants on an annual basis for projects that improve and protect water quality, including stormwater facilities and activities. Grants are awarded based on funding availability.

HAEIF (Hanford Area Economic Investment Fund): HAEIF was established by the Washington State Legislature in 1991 to finance projects to expand and diversify the economy and decrease dependence on U.S. Department of Energy operations in the Tri-Cities region. HAEIF has a Public Loan Program for municipal entities, as well as a Grant Program for governmental entities in Benton and Franklin Counties for projects that focus on creating primary jobs and that encourage new development and business expansion in targeted industry sectors that diversify the economy in Benton and Franklin Counties.

Other Federal Grants: Congressional transportation funding appropriations and other federal grant sources may be available to the city; future grant funding is highly volatile and dependent upon actions taken by Congress.

PWTF (Public Works Trust Fund): A program administered by the Public Works Board where low-interests loans and technical assistance is provided to local governments in Washington for public works projects, such as waste and water systems, streets roads and bridges, and solid-waste and recycling programs.

RCO (Recreation and Conservation Office): The State Recreation and Conservation Office (RCO) manages a number of different grants for recreation projects, such as the Washington Wildlife Recreation Program (WWRP), Recreational Trails Program (RTP), and Youth Athletic Facilities (YAF).

SRF (State Revolving Fund): The Drinking Water State Revolving Fund (DWSRF) makes funds available to drinking water systems to pay for infrastructure improvements. This loan program is funded through federal and state money and subject to state laws and additional federal regulations.

STP (Surface Transportation Program): This is a program of the Federal Highway Administration, and one of several federal funding sources created by the Intermodal Surface Transportation Efficiency Act to finance transportation projects. STP funds are the most “flexible” funding source since they may be used on transit projects, bicycle and pedestrian, safety, traffic monitoring and management, planning, and the development of management systems, as well as more traditional road or bridge projects. A local match of 13.5 percent is required. For pedestrian and bike facilities, a 20 percent local match is required.

- *STP-E: Surface Transportation program – Enhancement*
- *STP-U: Surface Transportation program –Urban*
- *STP-UL: Surface Transportation program – Urban, Large Area*

TIB (Transportation Improvement Board): The Washington State Transportation Improvement Board (TIB) funds high priority transportation projects in communities throughout Washington to enhance the movement of people, goods, and services. TIB is an independent state agency, created by the Legislature, which distributes and manages street construction and maintenance grants. Funding for TIB's grant programs comes from revenue generated by three cents of the statewide gas tax.

- **UAP (Urban Arterial Program):** The Washington State Transportation Improvement Board manages UAP grants. The purpose of the UAP Program is to provide financial assistance to local agencies to improve the state’s arterial street system by increasing capacity, reducing accident rates, correcting structural deficiencies, and providing adequate widths. The UAP receives eight percent of the gas tax revenue. Funded projects must be listed in the City’s six-year Capital Improvement Plan.

Additional Funding Sources

The following summarizes additional funding sources that are included in the following tables:

Criminal Justice Fund: In August of 2014, voters in Benton County approved a county-wide increase to the sales and use tax rate for public safety (criminal justice sales tax). The new tax rate was implemented in January of 2015 and is dedicated towards current and future criminal justice needs within Benton County. Under State statute, Benton County will receive 60% of the proceeds generated from the public safety sales tax. Cities within Benton County will then share the remaining 40%, which will be allocated based on population.

General Obligation Bonds: General obligation bonds issued by local governments are secured by a pledge of the taxing district’s property tax authority. General obligation bonds have been the traditional form of financing for capital projects such as land acquisition, park development, and transportation

projects that are owned and operated by government. There are two basic kinds of general obligation bonds: First, limited tax general obligation bonds (also called LTGO bonds, councilmanic bonds or non-voted debt) which may be issued by a vote of the legislative body. The other type, unlimited tax general obligation bonds (UTGO bonds or voted debt), must be approved by voters.

Interlocal Agreements and Partnerships: Partnerships and interlocals are important to the City of West Richland. Partnering with other local jurisdictions and local agencies (with and without financial agreements or components) ensure that projects and programs can take place. Some examples include partnerships with Richland School District, Benton County, the City of Richland, and the Port of Kennewick.

Impact Fees: Impact fees are one-time charges assessed by local governments against a new development project to help pay for new or expanded public facilities that will directly address the increased demand created by that development. Impact fees may only be used for capital facilities that are reasonably related to the new development, will directly benefit the new development, and will also serve the community at large (in other words, impact fees may not be used to pay for private facilities that solely benefit the development).

LIDs (Local Improvement Districts): LIDs are special assessment districts in which improvements will specially benefit primarily the property owners in the district. They are created under the sponsorship of a municipal government and are not self-governing special purpose districts. To the extent and in the manner noted in the enabling statutes, they must be approved by both the local government and benefitted property owners.

REET (Real Estate Excise Tax): State law authorizes all cities and counties to levy a 0.25% tax, described as "the first quarter percent of the real estate excise tax" or "REET 1" on all sales of real estate. Since West Richland plans under the State GMA, the city must spend the first quarter percent of REET receipts solely on capital projects that are listed in the capital facilities plan element of the comprehensive plan. "REET 2" is an additional 0.25% tax, or the "second quarter percent" and the funds may be used for capital projects as defined in RCW 82.46.035(5).

Revenue Bonds: Revenue bonds may be issued to finance projects for any enterprise that is self-supporting. Revenue bonds are generally used to finance water and wastewater projects, airports, and stormwater systems. Payment for debt service on revenue bonds comes from user fees generated by the capital facility that is being built. The local entity is then responsible for establishing and collecting sufficient revenue (through rates) to retire the debt.

Prioritizing Projects

Some considerations that the city must make in prioritizing funding includes:

- Life, health, and safety considerations
- Available funding
- Revenue generation for services
- Legal mandates

- Improvement to the community's tax base
- Maintenance and upkeep
- Partnerships and coordination with other agencies / entities
- Maintaining adequate levels of service
- Meeting forecasted demands

Through the development and adoption of the Capital Improvement Plan, the city uses these standards and plans improvements over time in a fiscally responsible manner.

Project Categories

The following tables organize capital projects into the following categories:

1. Transportation (*includes trails and pathways located within the road right-of-way of federally classified roadways*)
2. Water System
3. Wastewater (Sewer) System
4. Stormwater System
5. Facilities
6. Parks and Pathways (*includes pathways which are not located within road right-of-ways*)

City of West Richland - Six Year Capital Improvement Plan

TRANSPORTATION

(\$ per year x 1,000)

Project Description	Funding Source(s)	2017	2018	2019	2020	2021	2022	Post 2022	2017-2022 TOTAL
Pavement Preservation Program	TIB Grant, Federal STP-U, 302 REET 2 Fund	150	150	150	150	150	150	150/yr	900
Bombing Range Rd Widening (<i>Collins Rd. to Norma</i>)	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U					3,729			3,729
Bombing Range Road Ph. 8 Construct 3 Lane Urban Section (<i>Silverlake Court to South City Limits</i>)	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U	430							430
S. 38 th / Mt. Adams View Drive – 32' Rural Road (Orchard to Northlake & Bombing Range Rd to S. 38 th Ave)	355 Trans. Impact Fee Fund, TIB Grant, STP-UL, Benton County	1,243							1,243
Paradise way Extension Ph 4 – Construct 3 Lane Urban Section (600' west of Jade to SR-224)	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U	1,390							1,390
S. 38 th Ave / SR-224 Traffic Signal	355 Trans. Impact Fee Fund, TIB, STP-UL, WSDOT		577						577
Grosscup Blvd. Pavement Preservation (<i>SR-224 to N. 62nd Ave</i>)	TIB Grant, Federal STP-U, 302 REET 2 Fund		253						253
N. 62 nd Ave Pavement Preservation (<i>SR-224 to Grosscup Blvd.</i>)	TIB Grant, Federal STP-U, 302 REET 2 Fund		907						907
Harrington Drive Pavement Preservation (<i>N. 62nd Ave. to West City Limits</i>)	TIB Grant, Federal STP-U, 302 REET 2 Fund		231						231
Kennedy Rd. Pavement Preservation (<i>Bombing Range Rd. to West City Limits</i>)	TIB Grant, Federal STP-U, 302 REET 2 Fund		144						144
Paradise Way Pavement Preservation (<i>Bombing Range Rd. to 600' West of Jade Ave</i>)	TIB Grant, Federal STP-U, 302 REET 2 Fund			492					492
Ruppert Rd. Pavement Preservation (<i>SR-224 to West City Limits</i>)	TIB Grant, Federal STP-U, 302 REET 2 Fund			298					298
Belmont Blvd Ph. 2 – Construct Arterial Collector (<i>Paradise Way to SR-224</i>)	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U, Developer				3,410				3,410
S. 38 th Ave. – Construct Arterial Collector (<i>SR-224 to Fallon Dr.</i>)	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U					4,707			4,707
Bombing Range Rd / Austin Dr. Intersection Improvements	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U						96		96
Keene Road Ph. 2&3 Road Widening to 4 lanes and 12' ACP Pathway (<i>Bombing Range Rd to SR-224</i>)	355 Trans. Impact Fee Fund, TIP Grant, Federal STP-U 301 REET 1 Fund							7,180	N/A
S. 38 th Ave Ph. 2 – Construct 3 lane urban section (<i>Grant St. to Orchard St.</i>)	355 Trans. Impact Fee Fund, TIB Grant, STP-UL						2,068		2,068
Fallon Dr. Downtown Redevelopment Project – Construct Arterial Collector (<i>S. 38th Ave to SR-224</i>)	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							2,053	N/A
Watkins Way Extension – Construct Arterial Collector (<i>West Lattin to Hazelwood Dr.</i>)	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U, Developer						346		346
Keene Rd Ph. 6 – Construct 3 lane urban section w 12' ACP Pathway (<i>Pacific Rim Winery to Ruppert Rd.</i>)	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U						3,313		3,313
Keene Rd Ph. 7 – Construct 2 Lane Rural Section (<i>Ruppert Rd. to Twin Bridges</i>)	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							4,206	N/A
Paradise Way Ext. Ph. 5 – Construct 3 Lane Urban Section (<i>SR-224 to Ruppert Rd</i>)	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							3,259	N/A
SR-224 / Ruppert Road Traffic Signal	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							500	N/A
SR-224 / Paradise Way Traffic Signal	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							420	N/A
SR-224 / Keene Road Traffic Signal	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							500	N/A
Bombing Range Road / Mt. Adams View Drive Traffic Signal	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							500	N/A
Bombing Range Road / Keene Road Roundabout Modifications	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							1,000	N/A
Bombing Range Road Bridge Replacement (<i>South of SR-224</i>)	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							1,400	N/A
S. 38 th Ave. Bridge Replacement (<i>North of Ironton Dr.</i>)	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							900	N/A
Preakness Boulevard – Construct 3 Lane Urban Section (<i>Paradise Way to</i>	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							2,800	N/A

Project Description	Funding Source(s)	2017	2018	2019	2020	2021	2022	Post 2022	2017-2022 TOTAL
Red Mountain Way)									
Preakness Boulevard / Keene Road – Signalize and Widen Intersection	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							350	N/A
Alderman Avenue – Construct 3 Lane Urban Section (SR 224 to Red Mountain Way)	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							1,600	N/A
Red Mountain Way – Construct 3 Lane Urban Section (Belmont Boulevard to West City Limits)	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							1,400	N/A
SR 224 / Alderman Avenue - Signalize and Widen Intersection	355 Trans. Impact Fee Fund, TIB Grant, Federal STP-U							400	N/A

City of West Richland - Six Year Capital Improvement Plan
WATER SYSTEM
(\$ per year x 1,000)

Project Description	Funding Source(s)	2017	2018	2019	2020	2021	2022	2023-2025	2017-2022 TOTAL
Water Line Repair/ Replacement Program	401 Water Fund	140	140	140	140	140	140	140/yr.	840
Misc. Water System Improvements	401 Water Fund	50	50	50	50	50	50	50/yr.	300
Misc. Equipment and Vehicle costs	401 Water Fund	50	50	50	50	50	50	50/yr.	300
Water Line Development Program	451 Water Fund	50	50	50	50	50	50	50/yr.	300
Fire Hydrant Maintenance Program	001 General Fund	40	40	40	40	40	40	40/yr.	240
S. 38 th Ave. / Mt. Adams View Drive	401 Water Fund		160						160
West Richland – Portion of COR Capital Improvements	401 Water Fund				25	225			250
James St. & Deer St.	401 Water Fund						70		70
Desert View Dr.	401 Water Fund						45		45
Well #1 – Improve Capacity & PRV Modifications	SRF-Brotherhood	92							92
Well #11 Pump House and Main	SRF-Well 11	2,144	200						2,344
Well #9 Chlorination Improvements	441 and 451 Water Funds	150							150
Richland Badger Mountain #1 & 2 Booster Pump Cost-Share	441 and 451 Water Funds					250			250
Brotherhood Reservoir	SRF-Brotherhood	3,199	200						3,499
Water Main on Chelan Dr.	401 Water Fund	241							241
Water Main on Arlington Dr.	401 Water Fund		131						131
Water Main on 46 th Ave.	401 Water Fund			148					148
Water Main on Fallon Dr.	401 Water Fund				43				43
Water Main near Grant St. and 40th Ave.	401 Water Fund				99				99
Water Main on Belmont Blvd	Developer							329*	N/A
Water Main in Westwood Estates	Developer							159*	N/A
Water Main on Mt. Adams View Dr.	441 and 451 Water Funds		160						160
Bombing Range Road Ph. 8	401 Water Fund			100					100
Zone 5 Water Mains in Denali Estates	Developer							197*	N/A
Zone 6 Water Mains in Denali Estates	Developer							533*	N/A
Water Line Repair/ Replacement Program	441 Water Funds	450							450
Improvements to Well #9	441 Water Funds	150							150
Well #10 Water Quality Improvement Project	441 Water Fund, PWTF Loan		1,000						1,000
Chlorination Retro-fit Project (Wells #1,#2,#3,#6)	401 Water Fund, 441 Water Fund, PWTF Loan			1,650					1,650
Well #10 Improvements	441 Water Funds							1,849	N/A
Property Acq. For Zone 3B Reservoir	441 Water Funds							134	N/A
Paradise Way Zone 3	441 Water Funds							271	N/A
Paradise Way PRV	441 Water Funds							89	N/A
Paradise Way Zone 4	441 Water Funds							667	N/A
Sully Ln. to Flat Top Reservoir	441 Water Funds							694	N/A

* Date per market demand

City of West Richland - Six Year Capital Improvement Plan
WASTEWATER (SEWER) SYSTEM
(\$ per year x 1,000)

Project Description	Funding Source(s)	2017	2018	2019	2020	2021	2022	2023-2025	2017-2022 TOTAL
Misc. Sewer System Improvements	401 Sewer Fund	30	30	30	30	30	30	30/ yr.	180
Sewer Line Repair/Replacement Program	401 Sewer Fund	60	60	60	60	60	60	60/ yr.	180
Misc. Equipment & Vehicle	401 Sewer Fund	50	50	50	50	50	50	50/ yr.	300
Sewer Line Development Program	452 Sewer Fund	60	60	60	60	60	60	60/ yr.	180
Construction of the I-Plant Facility	442 Sewer Fund	70							70
S. 38 th Ave/ Mt. Adams View Drive	442 Sewer Fund		100						100
Bombing Range Road Ph. 8	442 Sewer Fund		25						25

STORMWATER SYSTEM
 (\$ per year x 1,000)

Project Description	Funding Source(s)	2017	2018	2019	2020	2021	2022	Post 2022	2017-2022 TOTAL
Truck and Vibrating Sand Screen Purchase	404 Stormwater Fund	38							38
Ironton Drive Stormwater Retrofit	404 Stormwater Fund, Ecology Grant	10	200						210
Street Sweeper Purchase	404 Stormwater Fund, Ecology Grant						253		253

FACILITIES
(\$ per year x 1,000)

Project Description	Funding Source(s)	2017	2018	2019	2020	2021	2022	Post 2022	2017-2022 TOTAL
Municipal Services Facility	301 REET 1 Fund, General Obligation Bond, 401 Water Fund, 401 Sewer Fund, 404 Stormwater Fund, and 402 Irrigation Fund	2,070							2,070
Install Rolling Drum Filters on the Brotherhood Irrigation System	402 Irrigation Utility Fund	25							25
Replacement of the Library Building Roof	121 Fund, 001 General Fund	73							73
Bombing Range Sports Complex: Expansion of Big Toy	104 Park Impact Fee Fund		50						50
Municipal Service Facility – Finance Dept.	Benton County Rural Capital Fund		800						800
Library Building extension/ remodel	Mid-Columbia Libraries		550 (estimate)						550
Police Station Facility	105 Criminal Justice Fund, 001 General Fund, 301 REET 1 Fund			4,000					4,000
Recycling Center Improvements	405 Garbage Utility Fund, 001 General Fund			50		50		50k every two years	100
Animal Control Facility	001 General Fund, 301 REET 1 Fund			1,000					1,000
West Richland Community Center	001 General Fund, 301 REET 1 Fund, 104 Park Impact Fee Fund							2,000	2,000

PARKS AND PATHWAYS
(\$ per year x 1,000)

Project Description	Funding Source(s)	2017	2018	2019	2020	2021	2022	Post 2022	2017-2022 TOTAL
Pathway System Improvements (not within road right-of-way)	001 General Fund, RCO Grants, 104 Park Impact Fee Fund			100	100	100	100	100 /yr	400
Construction of the Yakima River Gateway Park	RCO Grant, 104 Park Impact Fee Fund, Port of Kennewick, HAEIF, 001 General Fund, 301 REET 1 Fund	1,760							1,760
Paul Keith Wetland Restoration Project – Initial phase to construct 10' wide asphalt path	Richland School District, 104 Park Impact Fee Fund	140							140
Water Feature/ Sports Courts – Bombing Range Sports Complex	104 Park Impact Fee Fund, RCO Grant, State Direct Allocation			1,000					1,000
Paul Keith Wetland Park Improvements	104 Park Impact Fee Fund			250					250
Redevelop South Highlands Community Park (*)	001 General Fund							2,500	2,500
Complete Park at the Lakes Community Park (*)	104 Park Impact Fee Fund							500	500
Enhance / Update Play Equipment at Edgewater and Glenn Memorial Park	001 General Fund							TBD	N/A
Enhance Amenities at Flat Top Community Park	104 Park Impact Fee Fund							TBD	N/A
Enhance / Update Play Equipment at Melinda Park	001 General Fund							TBD	N/A
Skate Park / Pump Track / BMX Park (*)	RCO Grant, 104 Park Impact Fee Fund							500	500
Develop a Trailhead Park on or near Candy Mountain (*)	RCO Grant, 104 Park Impact Fee Fund							2,500	2,500
Develop a Ridgeline / Hilltop Open Space Preserve (*)	104 Park Impact Fee Fund							2,500	2,500
Develop Long Range Plans for a Future Community Park	001 General Fund, 104 Park Impact Fee Fund							TBD	N/A
Acquire BLM land and create a park / open space area on Collins Road	104 Park Impact Fee Fund	73							73
Acquire BLM parcels and create "Section 1" park	104 Park Impact Fee Fund							TBD	N/A
Develop a linear park and trail/ pathway on the old U-P Tract	104 Park Impact Fee Fund							TBD	N/A
Create a "Welcome" gateway feature (signage and landscaping) at the entrance to the city near the new I-82 interchange (*)	001 General Fund							50	50

(*) Based on the Parks Plan estimate costs

APPENDIX 3

**CITY OF WEST RICHLAND ECONOMIC
DEVELOPMENT STRATEGIC PLAN**

CITY OF WEST RICHLAND

ECONOMIC DEVELOPMENT PLAN



Original: June 2008
Revised: October 2013

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Appendices

A. Data Profile (Separate Document)

Note: Stakeholder interviews, community plans review and a data profile tasks were completed as part of the original planning effort. Those summary documents can be obtained upon request. Key findings have been incorporated into the revised plan. A new data profile is under development and will be used to facilitate several of the strategies outlined in this Plan.

INTRODUCTION

The City of West Richland is a thriving small town located in the “Tri-City” region of Washington State. Strong residential growth and home sales have kept the City financially solid for a number of years. Residents have generally been willing to pay fee increases to support high quality services just, as some have said, “for the privilege of living here.” It has a highly educated workforce, and household incomes exceed all other cities in the region.

While there are many positive things to be said about West Richland, there are also some potentially serious concerns from an economic standpoint. While the City is a “place of choice” for those seeking homes, it has a relatively weak economic base. Most of the work force commutes out of town for employment, and it has developed only a small base of businesses from which to draw revenue. As a result, West Richland has one of the highest sales leakage rates (essentially money available in a community, but spent outside) of any city in Washington State.

If residential growth were to slow significantly, or home sales to stagnate, West Richland could be confronted with a need to cut services or raise rates substantially at best. At worst, it could face economic collapse or even annexation by one of its neighbors. Fortunately, the City has two very important factors working in its favor.

First, many have come to realize the vulnerability of the City in the event of an economic downturn, based on a lack of revenue-generating diversity, and city leaders have begun taking steps to address this issue.

Second, West Richland has a collection of assets and opportunities that would make any city envious. Chief among them are Yakima River waterfront, an existing but underdeveloped commercial corridor and a location at the foot of one of the best wine growing areas in the world. In West Richland, the sky is truly the limit.

But city leaders understand their residents won't accept “just any kind of economic development” and are working hard to find prosperity that fits community values and character. This Economic Development Plan is presented as a framework for accomplishing just that. It begins with a series of five “Anchor Concepts” designed to bring focus around key economic initiatives. These anchor concepts are the proposed “answers” which, in turn, are supported by the “math” provided in subsequent sections.

All proposed strategies and actions are based on community input and supporting data. In effect, these are community-generated strategies for creating economic opportunity without sacrificing quality of life. In fact, as a whole, these strategies have been developed to either sustain or improve quality of life in West Richland – which, in the end, is the purpose of having an economic development program.

ANCHOR CONCEPTS

In developing the “anchor concepts” outlined below, the project team has sought to accomplish a mix of the following objectives:

1. Respond to data realities, projected fiscal situation

2. Incorporate community input and priorities
3. Build on City's primary strengths
4. Focus on most meaningful opportunities

In short, the five anchor concepts presented below suggest economic investments that suit West Richland's character, and play to its particular advantages.

Each anchor concept is presented as an integrated package that, when viewed and implemented as a whole, will create or set the stage for meaningful economic prosperity in West Richland. At the same time, each concept consists of various components that will need to be carried out sequentially over some period of time.

ANCHOR 1: VAN GIESEN RENAISSANCE

Why It Matters

Whether the Van Giesen Corridor remains the primary gateway into or out of West Richland forever, or is someday supplanted by access from I-82, it will always be the original heart of the City and it will always be the "road over the river on the way to the mountain."

To a large degree, the extent to which many of the other anchor strategies outlined here succeed, is tied directly to the community's ability to execute a Van Giesen renaissance. First, executing the renaissance will require the greater community to agree on a path forward. Second, it will require city leadership to take a risk and hold to a long-term plan. Third, it will prove to other local and external investors that West Richland is capable of accomplishing big things. In addition to these outcomes, and perhaps more importantly, a Van Giesen renaissance will improve the overall community image, create expanded economic opportunity and stimulate community pride. It might even result in the creation of a regional destination.

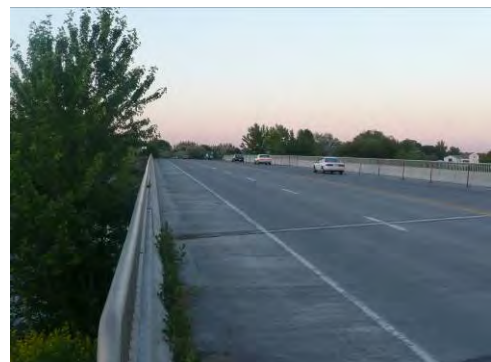
Signature Features

While the eventual nature and scope of the renaissance will only be known over time, there are several core components to the renaissance, as outlined below.

1. A Bridge to Remember

The current state-built and –maintained bridge is quite functional, but uninspiring. As the literal gateway to West Richland, Yakima River crossing and multi-modal passageway, the bridge should be a community icon. A formal design-process, assuming WDOT collaboration and incorporating user/resident input, could help define practical but significant ways to move the bridge from ordinary to extraordinary. Priority design considerations to consider:

- Enhanced lighting/fixtures to match adopted Van Giesen corridor design standards
- Safe, clearly-identified pedestrian access from the bridge to the river shore and Tapteal Greenway site



- View-friendly barricades to replace existing jersey barricade
- Minimal, elegant signage or artwork announcing entrance to a proud, vibrant community

2. A Grand Entrance

Having a nice bridge to cross is one thing; knowing you've arrived "somewhere special" once you reach the other side is quite another. To generate new commercial/retail opportunities, and establish itself as a regional destination (necessary to generate adequate revenue), West Richland will need to create unique, desirable and appropriately zoned and configured land and structures. Although not without its share of complications and challenges, the area located immediately across the bridge is perhaps the single greatest opportunity to achieve these goals.

Currently, properties west of the bridge, on both sides, are a mix of underutilized commercial areas and single-family residential. The structure formerly known as "Mel's Grocery" is presently being used for warehousing purposes and is separated from the river by a large paved parking lot. As the first thing people see when arriving in West Richland from the east, this property could be an "icon," providing a destination location (e.g. mixed use retail/eatery) providing views and/or access to the river shore. Redevelopment of the Van Giesen Corridor could begin at this "cornerstone" and extend west down Van Giesen and north along the river toward the golf course. Ideas for redeveloping this key gateway include:

- Using municipal funds, or through a private partner/investor, secure as many properties as possible starting west of the bridge and moving north along the river toward the golf course. As a second priority, move west along Van Giesen, on both sides of the road.
- Define "performance measures" or priority uses/business icons and revenue goals for these properties, and issue a mixed-use development Request for Proposals (RFP) to pre-screened development partners. Identify appropriate sources of funding, and commit public dollars to public purposes associated with the mixed use (e.g. open space, public plaza, sidewalks, environmental enhancements, etc.) to offset developer costs and incentivize interest.
- Above all, seek to create developments that draw and connect people to the river; this is West Richland's strongest competitive advantage.



- Link developments along river to walkways or bike paths that integrate with the golf course, Taptel greenway and other, future Van Giesen Corridor attractions.



3. Pleasantville

In the movie, *Pleasantville*, residents of a small town are first seen in standard black and white film. Over time, as each becomes “enlightened,” the characters are depicted in color. This sequence is repeated until, eventually, all characters are shown in full, vivid color. In much the same way, the Van Giesen corridor renaissance should be a phased project, with improvements made in carefully-planned segments beginning at the Yakima River and terminating at the point nearest the base of Red Mountain. This approach allows the City and participating property owners to spread costs over time, but ensures each phase is completed in a comprehensive, high-quality manner to build momentum and support for future phases.

Property owner and broad public involvement in a series of design charrettes are essential to creating a plan that is supported and implementable. City leadership and commitment are equally imperative for successful implementation. The public design/visioning process will ultimately determine key elements to be included in the Van Giesen Corridor Renaissance Plan. However, the following “guiding principles” are recommended for consideration:

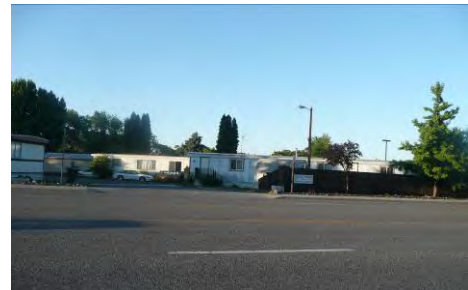
- Early-on, eliminate card rooms, casinos and similar uses from the list of future uses. These uses have proven unsupported by the community in the past, and should not distract from the urgent need to discuss and agree on a redevelopment plan.
- Create a streetscape plan that sets Van Giesen apart from any other corridor or destination in the Tri-City (soon to be Quad-City) region. Long-term success is more likely if the corridor can attract business and customers from the greater region. To do that, it must have a unique identity. Extend lighting and other streetscape motifs from bridge gateway. Consider, also, incorporating unique amenities or art work that help Van Giesen – and West Richland – stand out from other surrounding municipalities.

- Create a variety of “spaces” to accommodate different retail and commercial size and configuration needs.
- Consider “building up” to allow more density, with retail on the ground level, and service in upper floors.
- Consider consolidating City offices at the current site, in one building, or relocating them to free up valuable commercial and retail space on the south side of the Van Giesen entrance.
- Incorporate a plaza or some other type of “community gathering place” into the renovated Van Giesen corridor, to create a vibrant, people-friendly destination.
- Prioritize recruitment or development of “people-stores”, anchor tenants that will draw regional customers and stimulate additional retail investment.
- Take a holistic approach to corridor design, providing for physical, esthetic linkages starting at the bridge and continuing up to Flat Top and on toward Red Mountain. Red Mountain visitors should be coming for the wineries AND for the charm of West Richland.
- Protect existing West Richland icons where feasible (e.g. School Bus Shop)



What It Means

The Van Giesen Renaissance will accomplish three key things. First, it will help to build community pride and create a special sense of place. Second, it will stimulate investment in an existing commercial area. Third, it will position the City to take advantage of other revenue opportunities associated with a large regional market and the growing wine industry (discussed elsewhere).



What It's Going To Take

The Renaissance is going to require considerable time and money. The latter will come from a variety of sources, including grants and loans, City funds and private investment.

It will also take commitment from City Council and current and prospective investors. The City will likely need to make the initial investment which includes developing a specific plan and acquiring control of one or more key properties to get things started.

The City will also need to work closely, and openly, with current property owners to gain their trust and cooperation. The City recently passed an ordinance to address “clean-up” issues in the corridor. However, previous efforts to renovate Van Giesen have been met with some resistance. In particular, discussion of “improvements” can be threatening to existing property owners. For

that reason, it is critical that these individual be included in a discussion regarding solutions. Real change will only be possible through agreement and collaboration.

First Steps

The first step in the Renaissance is getting a plan in place. Specifically, the City should complete a Van Giesen Development Prototype Market Feasibility Study and Design Concept. The study will provide both a financial context for the amount of investment required, and a physical context, so that key stakeholders and property owners can better understand the vision, and how the changes will or will not impact them.

Ideally, this initial study would provide an assessment of 2-3 development prototypes along the Van Giesen Corridor. Specific sites and development concepts to evaluate would be determined in consultation with the City of West Richland and other key stakeholders. For each of the development prototypes, the study would consider:

- A. Construction and development budget (based on building and site concepts as determined with the City's project team).
- B. Projection of property income and expense upon project build-out (utilizing information provided to us by the project team regarding current sales values and rents in West Richland for the uses being considered).
- C. Assessment of development feasibility including comparison of value to cost, rate of return and feasibility gap (if any) between current cost and project value.
- D. Options for improved feasibility (as required) possibly including evaluation of rents/sales values required for project feasibility and public development incentives.

Once the development prototypes are in place, architects can produce a series of renderings capturing the way the Corridor will look, feel and function if key developments can be implemented.

ANCHOR 2: AVA NICHE SERVICES CLUSTER

Why It Matters

West Richland sits at the foot of Red Mountain and is part and parcel of the surrounding Red Mountain American Viticultural Area (AVA). The nature and success of the AVA and its star wineries is covered in great detail in other studies and documentation. However, several key facts are worth calling out here, for their relevance to proposed strategies.

First, since 2001, the Red Mountain AVA has grown from 600 acres of vineyards to more than 4,500 acres of federally recognized grape-growing and wine-making lands. The combination of unique soils, climate and setting have made the area a top destination for producers. In time, as Red Mountain wines continue to receive accolades and gain recognition in national and international media markets, the location will also become a destination for visitors.

A study commissioned by Benton County outlined a number of key opportunities for the area as it matures and develops. However, the Red Mountain AVA Master Site Plan appears to be geared toward wine-related economic growth on the Benton City side of the mountain. While there is sufficient revenue-generating opportunity for the wider region associated with Red Mountain, some of the most important activities could, and perhaps should, be sited in West Richland. Without a plan of action, West Richland may not realize its full potential as a wine destination.

Fortunately, the State of Washington has shown a great commitment to supporting the wine industry in this state, and may be a good partner in future efforts. The Washington State Wine Commission, for example, is developing a plan to help increase Washington wine sales by 5% annually for at least the next several years. Washington is already the nation's second largest wine producer, behind California.

Although a relatively young wine industry, Washington State is the nation's second largest wine producer and is ranked among the world's top wine regions. Washington wines are found nationally in all 50 states and internationally in more than 40 countries.

Grapes are also the state's 4th largest agricultural crop and wine-making and –tasting operations are well known for attracting visitor investment.

As the state's fourth largest fruit crop, the Washington wine industry is an important contributor to the long term preservation of Washington agriculture. The industry is committed to sustainable agricultural practices and conservation of water resources. Washington is also home to wineries that are certified organic and biodynamic.

The level of local economic impact from wine industry growth is largely dependent on how well it is harnessed. West Richland is in a strong position to capture its “share” of the spoils by acting now.

Signature Features

Over time, new opportunities are certain to present themselves. However, in looking five to ten years out, several core “niche services and functions” stand out for West Richland.

1. At Your Service

Several stakeholders quite adroitly point out that, as more wineries locate on or around Red Mountain, land-related issues and conflicts are likely to increase. One manifestation of this is already occurring, and one of the possible solutions may offer a “win” for West Richland. As new wineries locate in the Red Mountain AVA, they are required to treat their wine waste. The trend at present is for wineries to build their own individual lagoon systems. This results in the wineries taking some of the best wine-growing land in the world out of production for treatment purposes. What if West Richland were to offer a central, off-site treatment option? This is one of several interconnected questions that should be addressed through an engineering and feasibility study as soon as possible. Other questions include:

- Could wine waste be transferred out of the AVA and treated by the City?
- Would such a process result in cost and process efficiencies for the producers?
- Would the City generate sufficient revenue to offset expenses?
- Would Washington State be willing to fund such an endeavor to preserve the value of this valuable AVA?

Similar “service opportunities” may also be possible for water, irrigation water, employee training, employee housing and other services. A formal “roundtable” with wine producers and growers would help identify possibilities now and into the future.

2. Maximized Use of Incubator Site

The City should continue to work with the Port of Kennewick and surrounding land owners to fill and maximize the employment and revenue potential of the existing wine incubator site. Whenever feasible, production-related issues should be given preference over warehousing uses, which do not necessarily generate significant amounts of municipal revenue.



3. From Wine Village to Wine Town, USA

To evolve from a wine village to a wine town – with the corresponding economic benefits, the City will, at a minimum, need to:

- A. Complete the Van Giesen Corridor Renaissance (see Anchor 1). Image is critical – and the initiative to consider changing West Richland’s name to “Red Mountain” and the resulting resistance from wineries, is instructive. An updated corridor would go a long way in linking the City to the mountain, and creating new commercial and retail opportunities to support overflow from the AVA.
- B. Pre-identify development sites and zone for appropriate wine-industry related uses. In addition, the City may want to investigate special permitting tracks for those uses it deems most desirable for future revenue generation.
- C. Over time, the City and its public and private sector partners may also want to add other wine-based features and attractions. The Walter Core Wine and Culinary Center in Prosser is one such example. Wine festivals or other events that draw visitors to West Richland will also be helpful, but only once a critical mass of businesses is in place.

4. Market a Unique Opportunity

As West Richland hits its stride, the City will be well positioned to market future opportunities, based on a record of success. Marketing opportunities to future investors will help expedite success. A few steps toward that goal:

- A. Develop an investor network, by collaborating with existing wine growers and producers, following trade journals and attending industry events.
- B. Develop marketing materials that highlight local success stories, investment opportunities (land, buildings, etc.), competitive advantages (e.g. land prices, adjacency to Red Mountain and larger growing region, fast-track permitting) and other community features and attractions.
- C. Create incentives “no one else has” to set the City of West Richland out in front of its competitors (see network list for ideas).

What It Means

The AVA niche services anchor provides a means for achieving long-term prosperity. West Richland’s economy can expand on pace with the wine producers and growers. The cluster is also consistent with community goals and characteristics. It requires agricultural production, bring in external investment and offers a mix of business development opportunities – from production, to retail, to light manufacturing and even tourism.

What It’s Going To Take

To reach its full potential as a wine-destination, West Richland will have to make some strategic investments in planning and asset development. It will need to collaborate with regional partners, including existing and future wine industry representatives. The City will also need to complete the other anchor strategies proposed here, to provide a continuum of opportunities and experiences for visitors and future residents – whether additional destination retail shopping, recreational activities or other key services.

First Steps

Among the multiple recommendations outlined above, the following are suggested for early action:

- Work with State and regional partners to secure a grant and conduct financial and engineering analysis to determine the feasibility of a centralized wine-waste treatment facility.
- Develop a marketing strategy, in conjunction with the Tri-Cities Visitor and Convention Bureau, focused on short- and long-range branding and outreach opportunities.
- Establish a wine industry network and begin identifying potential partnership opportunities and recruitment priorities. The network can be grown over time.

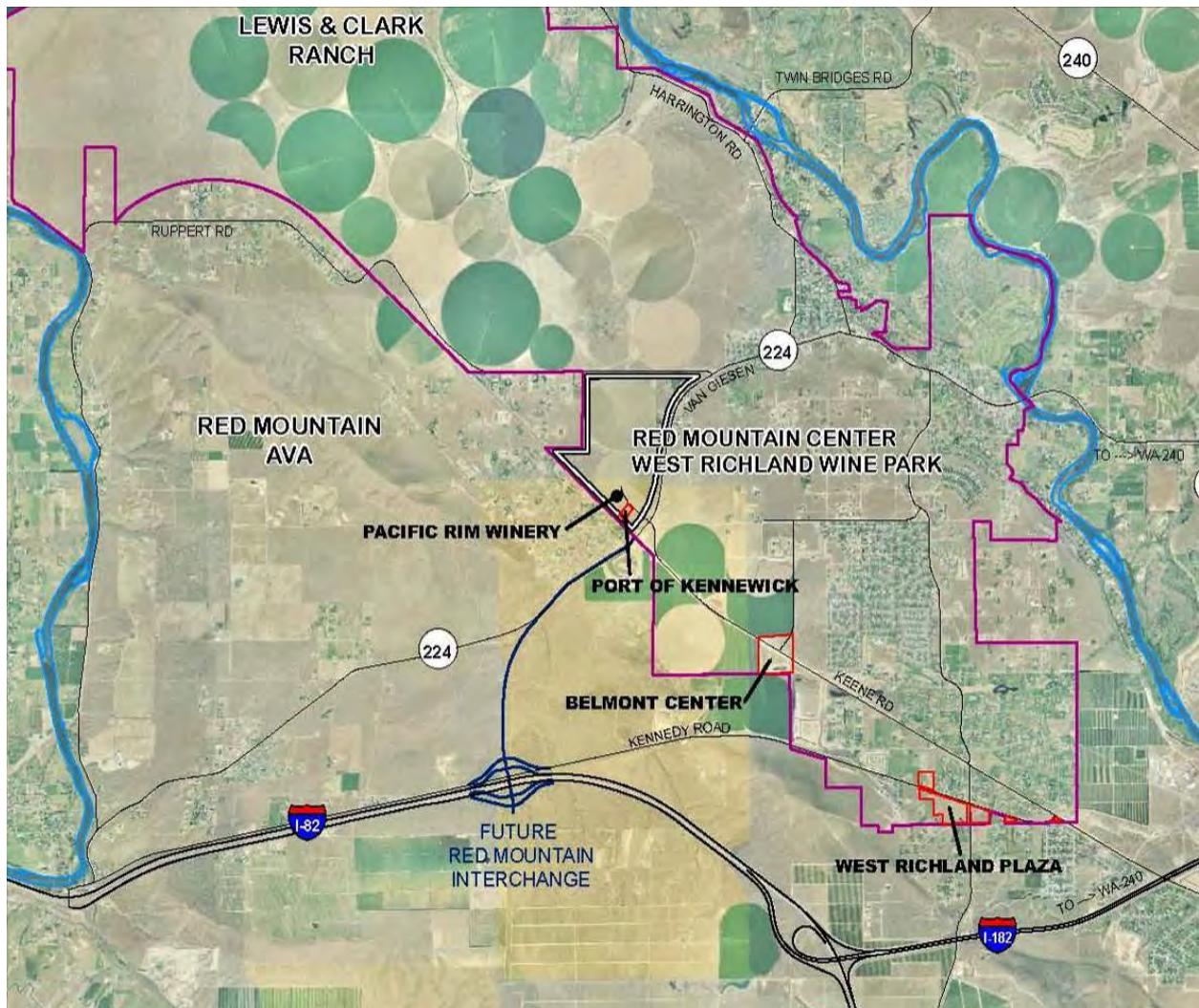


ANCHOR 3: I-82 INTERCHANGE / UGA EXPANSION

Why It Matters

The I-82, or “Red Mountain” Interchange is another long-term, but potentially game-changing economic opportunity. West Richland is presently one of very few Washington State cities without a formal connection to an interstate highway. Beyond creating direct access to the interstate, the I-82 interchange, as currently proposed, would open up a considerable amount of currently undeveloped land. If properly zoned, new sites could be created for commercial, retail or even research/business park uses. Of course, before any of this can happen, the City will have to successfully annex land outside its current city limits.

Proposed Red Mountain Interchange Shown Near Bottom of Graphic



Signature Features

Proponents of the Interchange – and there are many – make a number of key arguments in support of building it. Among the strongest are:

- An estimated 50% faster response time to emergency calls
- Expanded economic opportunity for West Richland, Benton City and Red Mountain AVA
- Enhanced tourism, by providing direct access to the AVA
- New parcels created for commercial and industrial use

From an economic development perspective, there are two prime opportunities for West Richland as relate to the proposed interchange.

1. Increased visibility for West Richland. Unless they have a specific reason for going to West Richland, the typical I-82 traveler is not likely to exit east or west of the city, and then navigate northward to use services. Providing easier, more direct access to the Red Mountain AVA is also important given anticipated traffic volumes in the years ahead.
2. Expedited development of revenue-generating land uses. With direct access to the Interstate, the land between I-82 and State Route 224 and adjacent to the connector road, becomes a major opportunity for business development. Specific uses to consider, include:
 - a. Business Park – to draw “daytime workers” back to West Richland. Tenants, or owners, would likely be similar to the industries located in and around the Hanford area.
 - b. Light Manufacturing – to provide family wage jobs through businesses that require easy interstate access.
 - c. Wine or ag-related destination retail – to draw visitors. This could be one or a cluster of businesses that consolidate products and goods produced at the many local wineries and other agricultural operations.

What It Means

The Red Mountain AVA, if it is to become “all it can be,” may actually necessitate an interchange to meet traffic demand. Although those traffic volumes will not be seen for some time, an interchange will, itself, take a considerable amount of time to get built, even if approved tomorrow. One study forecasts nearly a quarter million visitors to the Red Mountain AVA per year by 2025.

From a different perspective, it is possible that Red Mountain AVA-generated traffic will not materialize as envisioned, or do much more slowly. In such a scenario, it may be difficult to justify installation of a new interchange, unless some other traffic-generating development comes on line.

What It's Going To Take

A decision regarding the merits and viability of adding an interchange sooner, later or never will require continued discussion and collaboration among the many partners already at the table. It

may also require the City to make “hard decisions” on how to finance additional infrastructure expansion, whether to consider land trades and other issues.

First Steps

- Work with the state to identify a “definitive set of factors and requirements” to better understand next steps.
- Identify City priorities and preferred alternatives for securing the interchange. Consider, for example:
 - The possibilities of annexing parcels of land, one by one or in small groups, to expand the UGA and ensure progress while growth catches up with demand for the interchange. The Port of Kennewick-owned “racetrack” site would be a logical first start.
 - What level of development would be required to offset City costs for infrastructure expansion to new UGA lands, after subtracting any state or federal financial assistance.
- Assuming installation of the interchange depends on in-fill business to support it, collaborate with TRI-DEC to identify potential business investors aligned with identified target clusters. From among the five identified TRI-DEC regional clusters, those that appear to be the best fit for West Richland are:
 - Research and Development (e.g. computation, energy, environmental, biotech)
 - Technology Manufacturing (assuming new space is created along I-82 interchange)
 - Food/Agriculture (e.g. wine, food processing, ag products)
- The City of Kennewick has identified another target cluster: Retail. This is an equally important cluster for West Richland, assuming the regional retail and shopping opportunities, tourism offerings and housing targets pursued are distinct from Kennewick. Retail is key in West Richland because the primary economic concern is revenue generation as opposed to employment.



ANCHOR 4: IN-FILL DEVELOPMENT INITIATIVE

Why It Matters

The in-fill development initiative is important because it can begin today. It focuses resources and efforts on existing land and buildings, and provides the prospect of revenue generating potential “sooner rather than later.” It is also the quintessential strategy of “working with what you have.”

The in-fill development initiative is focused on smaller scale retail, supported primarily by the local market, with supplemental revenue drawn from the region (generally characterized as the 18,000 households residing within a 10-minute drive radius). Some early, clearly successful manifestations of an in-fill type approach are the KADLEC Center and Yokes Grocery. Both businesses provide a key service desired by local demographics and household incomes.

Signature Features

The in-fill development initiative might be organized under the following three fronts:

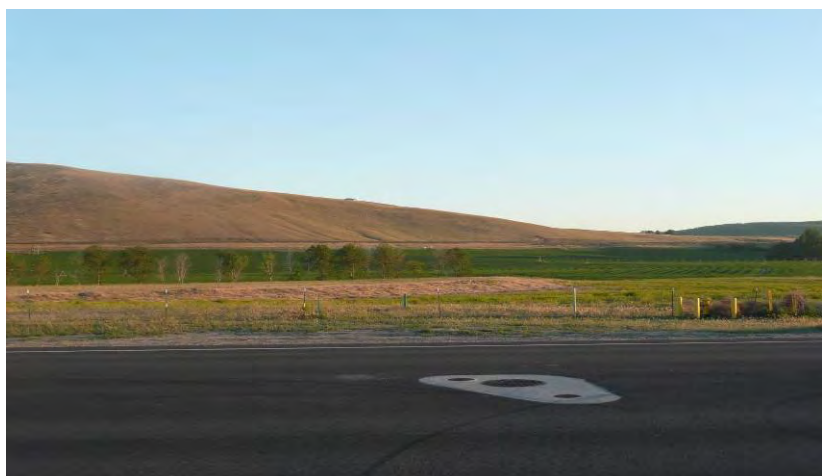
1. Target Tenants

The first step to successful recruitment is identifying who you want. In West Richland, this means commercial and retail interests that generate tax revenue while also blending with community character. In short, identification of target tenants can be accomplished by:

- Analyzing realistic recruitment possibilities based on updated market data and the City’s recently-completed industry cluster analysis.
- Testing the range of target possibilities with the general public through strategic questions on the community economic development questionnaire (see appendix).
- Conducting primary research. This would include contacting representatives or municipal hosts of the preferred targets to learn what specific market conditions are currently most critical to the target, what types of land/space needs they have, what – if any – incentives they require, along with other factors, to move forward with site selection.
- Evaluating the above requirements with community and City Council thresholds (of traffic, public investment caps, etc.).

2. Fill Empty Spaces

A first priority should be to secure tenants for existing buildings and vacant commercial and/or retail sites. This will build momentum and stimulate additional investment. Specific properties and strategies are outlined in “First Steps” below.



3. Create New Neighborhood Commercial Areas

There may be opportunity to rezone specific areas to commercial/retail within various city “neighborhoods.” Similarly, some limited size parcels could be merged, or assembled to form larger, more versatile land holdings which are more conducive to developers – especially for mixed-use projects. The emphasis of these new commercial / retail areas would be to host stores or services supported by the local population.



What It Means

In-fill development will provide the most immediate revenue generating opportunity, at a scale probably in-line with current market demographics. Yokes is a prime example of this type of development, and probably on the large end of the scale. While this type of development may not have a significant impact in terms of drawing revenue from the greater region, it will be an important step to reducing the revenue that leaks out of West Richland.

What It's Going To Take

The scope and pace of the in-fill development initiative will be shaped to some degree by external market forces, developer interests and availability of City resources. It will also necessarily include – in the case of creating new commercial / retail parcels – a front-end public outreach process to mitigate resident concerns. Ultimately, it will also require support from the Planning Commission and City Council.

Unlike the Van Giesen Renaissance, no city purchase of property is assumed here. The City's role would be one of facilitation – making it easier for the private sector to fill vacancies and create new resident-supported commercial / retail opportunities.

First Steps

The following are offered as early steps to take in moving this initiative forward on all fronts:

- Define priority business services, goods and qualities desired by community, from among options identified in sales leakage summary provided in the appendix (e.g. outdoor and recreation/sporting goods, auto parts, home and garden, etc.). Consider, specifically, retail opportunities that fit with community character and are not readily available or fully-represented within the Tri City region (e.g. equestrian apparel and services). Priorities can be identified, in part, by executing the community questionnaire attached in the appendix.
- According to City marketing materials, West Richland has over 55,000 sf of retail space. Approximately 30% is currently vacant. This franchise-ready space includes:
 - Kennedy Center (10,000 sf)
 - Paradise Plazas (16,726 sf)
 - Plaza 1 and 2 (13,250 sf)
 - West Richland Plaza (15,441 sf)

The City should work with property owners to develop and distribute individual marketing packages for each of these properties, and others as they come on-line. For the most part, these are small or compartmentalized properties suitable for local retail (as opposed to destination regional retail which will need to be developed on larger or redeveloped properties).

- Larger commercial parcels, including the “Belmont Center” (32 acres) and “Red Mountain Center” (17 acres) are either in development or addressed elsewhere in this report. However, it may also be possible to “assemble” new medium to large size parcels by combining adjacent vacant and underutilized sites.
- Conduct a comprehensive zoning code / development services process review to:
 - Identify additional permit streamlining opportunities
 - Ensure local developer impact fees (all types) are competitive and equitable relative to regional standards.
 - Identify “opportunity sites” for future neighborhood commercial development or retail/commercial land assemblage
 - Evaluate location and realistic expansion capacity for all critical infrastructure and services to identify priority development sites
- Set-up a special project team charged with mitigating or eliminating barriers to existing commercial and retail development opportunities. As a first assignment, develop a solution for known access and visibility challenges associated with the vacant Kennedy Center.

Special Considerations

Perhaps as important as maximizing existing land resources, the in-fill strategy can be an effective way to protect “sacred” land resources and icons. In fact, the City’s ability to attract new residents, investment and not only maintain but enhance local sense of place, is dependent on preserving the unique views, attributes and places of West Richland. Priority goals might include:

- Arranging to “buy back” Flat Top Hill. This is perhaps “the” signature spot in West Richland. It would be a more valuable asset as a public viewpoint, restaurant or other public destination – as opposed to a private residence. Future plans for Flat Top may be best addressed during the Van Giesen Renaissance study.
- Securing and preserving Sand Hill. This property is reportedly up for sale, and could some day become the geographic center of the city, pending future UGA adjustments and development patterns. It’s an icon to protect, though perhaps not as high a priority as some other investments given that development at the Lewis & Clark Ranch or elsewhere would require donation of large tracts of open space elsewhere in the City.

ANCHOR 5: MICRO-ENTERPRISE SERVICES AND SUPPORT

Why It Matters

For the purposes of framing this anchor concept, “micro-enterprise” is defined as companies or ventures ranging from 1 to 50 employees, with an emphasis on the smaller sized operators. There are several solid reasons for investing in a support network for micro-enterprise:

- The vast majority of West Richland’s workforce commutes out of town for daytime employment. This means that fewer people are purchasing goods and services locally. It also means the value of whatever they make, produce or otherwise generate is captured by another jurisdiction.
- West Richland has a highly educated workforce, relative to other nearby vicinities. It is possible that some of these individuals may be interested in “spinning-off” into new ventures and working closer to home. This could lead to the development of a “mini-cluster” for West Richland, in research, engineering, biomed or other sectors. Corvallis, Oregon provides a living example of this scenario, where ex-Hewlett Packard employees have spun off literally hundreds of smaller start-up companies. If these start-ups grow, they could transition into larger buildings and spaces, perhaps located along the new Red Mountain Interchange.
- Other individuals may be interested in starting up any number of businesses. A central business support center could go a long way in helping them to get started, succeed and grow over time. By way of example, one West Richland resident currently manufactures world-famous cars – from his home garage. Whether or not this individual wants to expand, the situation provides an example of the sort of opportunity that could be available.
- If the City is successful in opening new commercial and retail opportunities, whether through revitalization of Van Giesen, in association with UGA expansion and the Red Mountain Interchange, or even by way of expanded neighborhood commercial pockets, these spaces will need to be filled. Recruiting targeted business icons had been discussed previously.

“Building your own” offers another avenue. Downtown Camas, Washington is an example of this model. After completing a strategic plan for downtown, Camas conducted a city-wide survey and series of Town Hall meetings to identify what types of businesses and services would draw community members downtown more often. Within one year of plan completion, the retail services identified as highest priority by the community were up and running, started by existing residents who seized on an identified market opportunity. The added revenue from retail sales tax – one of the only “elastic” revenue sources in Washington, immediately bolstered City coffers and today, the City no longer struggles with vacancies downtown, but rather finding more space to site interested retailers and services.

Signature Features

The following are presented as strategic investments the City might make, in partnership with other entities, to support micro-enterprise development in West Richland:

1. Small Business Resource Center

A small business resource center could begin small, and grow as appropriate to meet evolving needs. Size, location and configuration will be determined through additional planning. However, some potential components and services might include:

- Business Library – consisting of materials on developing a business plan, marketing plan, doing business on-line, recordkeeping and many other topics. Generally, these types of materials are available through state and regional economic development offices.
- Shared Resources – including teleconferencing or videoconferencing capabilities for small businesses without formal office space, color copier, T-1 or comparable capacity internet, and other key services identified through additional outreach to prospective businesses.
- Business Counseling – whether through dedicated or appointment-only resources. Business counseling services could address legal, tax, business planning, employee training, marketing and other priority topics. Services could be scheduled on a regular basis with regional advisors spending 1-2 days in West Richland. Partners might include TRI-DEC, SBA, SCORE and others.
- Access to Business Funding – the Center could facilitate access to low interest loans, operate a revolving loan fund, manage a main street or façade improvement program, among other financial services.

2. Small Business Incubator

Much like the Port of Kennewick has planned for the “wine incubator,” the City may at some point seek to collaborate with other partners on another kind of incubator facility. The incubator could serve a “general” business audience, or a “target cluster” audience based on some of the fields and economic sectors outlined elsewhere in this report. The incubator would offer subsidized rent and shared-services (e.g. equipment, administrative help) to emerging businesses for a specified period of time, as they get their business model in place and generate sufficient capital to transition into the free market. The incubator concept can be refined through discussion with regional partners and state agencies like CTED. The potential value of an incubator program, however, is strongly tied to the City’s capacity to later house these businesses as they “hatch” from the subsidized facility.

3. “Hatching” Program

Whether a prospective business comes through the incubator or the small business resource center, some are likely to need help finding a site or building to get started or expand. A “hatching” program would help facilitate the transition. The City’s Economic Development Specialist and/or small business resource center staff could maintain an inventory of available land and building space, and provide specific information to meet the individual needs of an emerging business.

What It Means

Promoting the availability of business resources and planning assistance may help stimulate additional business development, and corresponding revenue to help support city services. Growing local businesses is also advantageous in that the proprietors and employees of these businesses are often active in civic affairs which positively impacts local quality of life. In the end, small proprietors are likely to set up shop as close to home as possible, and where they have access to a support network.

What It's Going To Take

To succeed, the micro-enterprise services and support anchor, the City and its partners will need to identify the areas of greatest demand. This can be done through a two-pronged outreach effort targeted the broader community (prospective entrepreneurs) and existing businesses (what types of services and support would help them grow, expand, succeed). Of course, the scale of opportunity and conversion will also depend on implementation of some of the other anchors proposed here, and the creation of new or revitalized commercial and retail space.

First Steps

To better define appropriate investment in micro-enterprise support, the following early actions are recommended:

- Conduct two surveys, to be designed by City staff with input from regional partners and West Richland Economic Development Board members.
 - The first survey could be a slightly modified edition of the general economic development questionnaire provided in the appendix. By adding a question or two at the end, the City could identify community members interested in starting or expanding a business venture in West Richland, and solicit contact information so that City personnel can follow-up. This first survey should be sent to all West Richland households.
 - The second survey should be distributed to all existing West Richland businesses. The focus of this survey would be to identify relative demand for the range of services that can be offered through a small business resource center or similar support system.
- Convene the West Richland Economic Development Board to prioritize micro-business priorities and investments. Once survey results are available, and following “stakeholder interviews” with regional partners (conducted by City’s Economic Development Specialist), invite EDB members to assess findings and recommend short-, middle- and long-range investment priorities to best serve existing and emerging West Richland businesses, while also generating a strong return on investment for the city.
- Visit other incubator programs in communities of similar size and demographics to learn more about “best practices,” “fatal flaws” and the anticipated cost/benefit ratio of operating this type of facility.
 - Meet with representatives from the Port of Kennewick and TRI-DEC, at a minimum, to seek their perspective and advice – and potentially support – for partnering on an incubator program.
- Create an easily-updatable database of land, buildings and other “space” types available for new or expanding business ventures. Provide that information to serious business inquiries, along with other City marketing materials and other key market information.
- Create an inventory of financial resources available to businesses.

APPENDIX 4

ANNEXATION HISTORY

Annexation History since 1981 (Source: OFM)

City Ordinance No.	Effective Date	OFM Date	OFM File No.	No. of Acres	Notes
28-15	12/26/2015	5/3/2016	2016-26	94	Former Raceway
4-08	1/30/2008	3/31/2008	2008-52	.80	
23-07	8/28/2007	3/31/2008	2005-51	1.49	
19-07	6/18/2007	7/26/2007	2007-133	3.30	
12-07	4/25/2007	5/25/2007	2007-102	25.46	
54-06	1/7/2007	2/28/2007	2007-49	53.00	
42-06	10/26/2006	11/22/2006	2006-155	2.97	
2-06	2/20/2006	3/31/2006	2006-56	11.39	
(50-93)/63-93	12/16/1993	2/27/2001	1994-95	N/A	Legal description amendment
412 (6-97)	4/29/1997	11/22/2000	1981-20	184.00	Legal description amendment
(11-95) 7-96	5/18/1996	11/26/1996	1996-161	N/A	Legal description amendment
11-95	2/20/1995	11/26/1996	1996-161	230.00	
109-94	11/13/1994	8/28/1997	1997-104	4.00	
50-93	4/14/1993	5/31/1994	1994-95	124.00	
9-93	4/14/1993	5/31/1994	1994-94	82.50	
5-93	2/25/1993	5/31/1994	1994-93	35.00	
(50-93) 63-93	12/16/1993	2/27/2001	1994-95	N/A	Legal description amendment
480	4/12/1982	5/28/1982	1982-46	850.00	
448	9/15/1981	11/30/1981	1981-133	130.00	
413	1/11/1981	2/28/1983	1982-110	2.27	
412	1/14/1981	2/26/1981	1981-20	10,240.00	Lewis & Clark Ranch

APPENDIX 5

SHORELINE MASTER PROGRAM ELEMENT

Department of Ecology
Grant No.: G1200048



City of West Richland

Shoreline Master Program

Environment Designations, Policies & Regulations

Prepared by:



AHBL, Inc.
2215 North 30th Street, Suite 300
Tacoma, WA 98403

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List of Abbreviations

BAS –	Best Available Science
BMPs –	Best Management Practices
CAO –	Critical Areas Ordinance
CARA –	Critical Aquifer Recharge Area
City –	City of West Richland
CMZ –	Channel Migration Zone
DAHP –	Washington State Department of Archaeology and Historic Preservation
Ecology –	Washington State Department of Ecology
ESA –	Endangered Species Act
GMA –	Growth Management Act
NFIP –	National Flood Insurance Program
RCW –	Revised Code of Washington
SAC –	Shoreline Ad Hoc Committee for the Shoreline Master Plan Process
SEPA –	State Environmental Policy Act
SMA –	Shoreline Management Act
SMP –	Shoreline Master Program
TAC –	Technical Advisory Committee for the Shoreline Master Plan Process
USGS –	United States Geological Survey
WAC –	Washington Administrative Code
WDFW –	Washington State Department of Fish and Wildlife
WDNR –	Washington State Department of Natural Resources
WRMC –	City of West Richland Municipal Code

Chapter 1: Introduction

A. Shoreline Management Act

The State Legislature passed the Washington’s Shoreline Management Act (SMA) in 1971 and was adopted by the public through referendum in 1972 “...to prevent the inherent harm in an uncoordinated and piecemeal development of the state’s shorelines.”

The SMA has three broad policies:

- **Encourage water-dependent uses:** “uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon use of the states’ shorelines...”
- **Protect shoreline natural resources:** including “...the land and its vegetation and wildlife, and the water of the state and their aquatic life...”
- **Promote public access:** “the public’s opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and people generally.”

The SMA recognizes that “shorelines are among the most valuable and fragile” of the state's resources. The SMA and the City of West Richland (City) recognize and protect private property rights in the City’s shoreline jurisdiction, while aiming to preserve the quality of this unique resource for all state residents.

The primary purpose of the SMA is to provide for the management and protection of the state's shoreline resources by planning for reasonable and appropriate uses. In order to protect the public interest in preserving these shorelines, the SMA establishes a coordinated planning program between the state and local jurisdictions to use in addressing the types and effects of development occurring along the state's shorelines. By law, the City is responsible for the following four tasks:

1. Development of an inventory of the natural characteristics and land use patterns along shorelines covered by the SMA.
2. Preparation of a "Shoreline Master Program" (SMP) to determine the future of the City’s shoreline jurisdiction.

3. Development of a permit system to further the goals and policies of both the SMA and its SMP.
4. Development of a Restoration Plan that includes goals, policies, and actions for restoration of impaired shoreline ecological functions.

B. Applicability

All proposed uses and development occurring within the City's shoreline jurisdiction must conform to the SMA (Revised Code of Washington (RCW) 90.58) and the SMP, except when specifically exempt by statute. In addition to the requirements of the SMA, permit review, implementation, and enforcement procedures affecting private property must be conducted in a manner consistent with all relevant constitutional and other legal limitations on the regulation of the private property.

C. Purposes of the Shoreline Master Program

The four purposes of the SMP are to:

1. Carry out the responsibilities imposed on the City by the SMA;
2. Promote the public health, safety, and general welfare, by providing a guide and regulation for the future development of the shoreline resources of the City;
3. Further, by adoption, the policies of the SMA and the goals of the SMP; and
4. Comply with the SMP Guidelines (Washington Administrative Code (WAC) Chapter 173-26); including a particular focus on regulations and mitigation standards to ensure that development under the SMP will not cause a net loss of ecological functions.

D. Shoreline Master Program Development

The City obtained grant number G1200048 from the Washington State Department of Ecology (Ecology) in 2012 to conduct a comprehensive SMP update. The first step of the update process inventoried the City's shoreline jurisdiction as defined by the state's SMA. The Yakima River and its associated wetlands and floodways comprise the SMA shoreline jurisdiction in the City. As prescribed in RCW 90.58.030(2)(f)(v)(B), the Yakima River is considered a Shoreline of Statewide Significance.

The *Public Participation Plan* guided public interaction throughout the development of the SMP. The Planning Commission served as the Shoreline Ad Hoc Committee (SAC) to review SMP documents, particularly proposed environment designations, policies, and regulations, and provided feedback in a series of public meetings.

The *Shoreline Inventory and Characterization* described existing biological and physical conditions for the two (2) different shoreline reaches classified in the City (Yakima River – west side of the City and Yakima River – east side of the City). These conditions were then analyzed and characterized to create a baseline from which future development actions in the City’s shoreline jurisdiction will be measured. A Technical Advisory Committee (TAC) reviewed and commented on the *Shoreline Inventory and Characterization*.

The public discussed the findings of the *Shoreline Inventory and Characterization* and proposed shoreline environment designations at community meetings. Shoreline environment designations were assigned for all the area under SMA jurisdiction in the City. Then goals, policies, and regulations for each shoreline environment designation, as well as general goals, policies and regulations for all activity in the SMA jurisdiction were developed to maintain the baseline condition. The SAC and the public reviewed these documents.

The SMP Guidelines required that the City demonstrate that its updated SMP yields “no net loss” of ecological functions in the shoreline jurisdiction relative to the baseline through the *Cumulative Impacts Analysis* and the *No Net Loss Report*.

The City developed the *Restoration Plan* to address voluntary, non-regulatory actions the City would take to improve its shoreline jurisdiction above the baseline condition. Ideally, the SMP, in combination with other City and regional efforts, will ultimately produce a net improvement in ecological functions of the shoreline jurisdiction.

E. Shoreline Master Program Basics

The SMP is a planning document that provides goals and policies for the City’s shoreline jurisdiction and establishes regulations for development occurring in the City’s shoreline jurisdiction.

In order to preserve and enhance the City’s shoreline jurisdiction, it is important that all development proposals relating to the shoreline jurisdiction be evaluated in terms of the SMP, and that the City’s Shoreline Administrator, as appointed by the Mayor, be consulted. Some developments may be exempt from regulation, while others may need a shoreline substantial development permit, variance, or conditional use permit approval. All proposals must comply with the policies and regulations established by the SMA as expressed through the SMP, regardless of whether a permit is required.

The SMA defines for local jurisdictions the content and goals to be found in the SMPs developed by each community. Within these guidelines, specific regulations are developed that are appropriate to that community. Under the SMA, all shorelines of the state receive a shoreline environmental designation. The purpose of the shoreline designation system is to ensure that all land use, development, or other activity occurring within the designated shoreline jurisdiction is appropriate for that area and provides consideration for the special requirements of that environment.

The City's shoreline jurisdiction includes segments of streams or rivers within the city limits where the mean annual flow is more than 20 cubic feet per second and shorelands adjacent to these water bodies. Shorelands include lands extending landward for two hundred (200) feet in all directions, as measured on a horizontal plane from the ordinary high water mark (OHWM), floodways, contiguous floodplain areas landward two hundred (200) feet from such floodways; and all wetlands and river deltas associated with the streams, lakes, and tidal waters subject to RCW 90.58. Buffers for these associated wetlands and floodplains outside of two hundred (200) feet of the floodway are not included in the City's shoreline jurisdiction. Within the City, the Yakima River, and its associated wetlands and floodways are within SMA shoreline jurisdiction and the Yakima River is a Shoreline of Statewide Significance.

The City has designated its shoreline jurisdiction into four (4) shoreline environments: High Intensity, Shoreline Residential, Urban Conservancy, and Aquatic. SMP Chapter 3: Environment Designations describes these shoreline environments. Figures 9.1 and 9.2 in the SMP Appendix 1: Maps present the maps of the shoreline environments within the jurisdiction of the SMP.

Persons proposing any development, land use, or other projects in the shoreline jurisdiction must consult with the City's Shoreline Administrator to determine how the SMP addresses their proposal. The City's Shoreline Administrator will determine if a proposal is exempt from a shoreline substantial development permit (i.e. qualifies for a shoreline letter of exemption) or requires a shoreline permit, and will provide information on the permit application process.

Requests for shoreline substantial development permits, variances, and conditional use permits require review and recommendation by the City's Shoreline Administrator, with a final decision according to City procedures. Requests for shoreline variances and conditional use permits also require final approval by Ecology. SMP Chapter 6: Administration provides a description of exempt projects, shoreline permit application procedures, and criteria for evaluation.

F. Organization of the Shoreline Master Program

The SMP is comprised of seven Chapters and two Appendices:

- Chapter 1:** *Introduction* provides general background information on the state SMA; the development of the SMP in the City; and how the SMP is used.
- Chapter 2:** *Master Program Elements* lists the general goals and objectives of the elements that make up the SMP.
- Chapter 3:** *Environment Designations* defines the shoreline environment designations within the City’s shoreline jurisdiction. This Chapter details the policies and regulations specific to the four (4) designated shoreline environments (High Intensity, Shoreline Residential, Urban Conservancy, and Aquatic).
- Chapter 4:** *General Regulations* set forth the general policies and regulations that apply to uses, developments, and activities in the shoreline jurisdiction of the City. The policies and regulations cover the following: Universally Applicable Policies and Regulations, Archaeological and Historic Resources, Critical Areas, Environmental Impacts, Flood Hazard Reduction, Public Access, Restoration, Shoreline Modifications, Shorelines of Statewide Significance, Vegetation Conservation (Clearing and Grading), and Water Quality.
- Chapter 5:** *Use Specific Regulations* sets forth policies and regulations governing specific categories of uses and activities found in the shoreline jurisdiction. The policies and regulations cover the following uses and activities: Agriculture, Aquaculture, Boating Facilities – Boat Launches and Docks, Civic, Commercial, Forest Practices, Industry, In-Stream Structures, Mining, Parking, Recreational Development, Residential Development, Signs, Transportation Facilities, and Primary and Accessory Utilities.
- Chapter 6:** *Administration* provides the system by which the SMP will be administered, and information on the application process and criteria used to evaluate requests for shoreline substantial development permits, variances, and conditional use permits.
- Chapter 7:** *Definitions* defines terms used in the SMP.
- Appendix 1:** *Maps* contains all of the maps prepared as part of the SMP update.
- Appendix 2:** *Critical Area Provisions in the Shoreline Jurisdiction* sets forth the critical area regulations that are applicable in the City’s shoreline jurisdiction.

G. Shoreline Management Act and Growth Management Act

The Growth Management Act (GMA) requires the City to include the goals and policies of the adopted SMP in the City’s Comprehensive Plan. The SMP’s goals and policies are an element of the City’s Comprehensive Plan and the SMP’s regulations are a part of the City’s

development regulations (RCW 36.70A.480). Therefore, the SMP's goals and policies, adopted pursuant to the SMA, are included in the City's Comprehensive Plan as required. Future amendments to this element of the Comprehensive Plan must follow the amendment procedures of the SMA.

H. Relationship of the Shoreline Master Program to Other Plans

The permitting process for a development or use in the shoreline jurisdiction does not exempt an applicant from complying with any other local, state, regional, or federal statutes or regulations, which may also be applicable to such development or use. In the City, applicants must consider other plans and policy documents that include, but are not limited to, the City of West Richland Municipal Code (WRMC), Comprehensive Plan, and adopted stormwater design manual.

Proposals must also comply with the development regulations used by the City to implement its plans, such as subdivision, zoning and critical areas ordinances, as well as regulations relating to building construction and safety.

Protection and restoration of critical areas within the shoreline jurisdiction was of primary consideration during the preparation of the SMP as was integrating the plan with the City's existing Comprehensive Plan and development regulations.

It was the express intent of the City to achieve consistency between the SMP and other City plans, policies, and regulations. If there are inconsistencies between the SMP and other City plans, policies, and regulations, the regulation that affords greater protection to the City's shoreline jurisdiction shall prevail.

I. Title

This document shall be known and may be cited as the *City of West Richland's Shoreline Master Program* or SMP.

Chapter 2: Master Program Elements

A. Goals and Objectives

Per WAC 173-26-186(3), all relevant policy goals must be addressed in the planning policies of the SMP. This Section contains goals and objectives for the City's shoreline jurisdiction. Goals express the ultimate aim of the City's citizens in their shoreline jurisdiction. An objective identifies a measurable step that moves toward achieving a long-term goal. Goals and objectives provide a framework upon which the more detailed SMP shoreline environments, policies, regulations, and administrative procedures are based in subsequent Chapters.

B. Economic Development Element

1. Goal

Provide an area for the location and design of industries, industrial projects of statewide significance, transportation facilities, port facilities, tourist facilities, commerce, and other developments that are particularly dependent on their location on or use of the Shorelines of the State.

Promote economic growth by encouraging economic activities that will result in minimum disruption to the quality of the shoreline environment. Water-dependent, water-oriented, and water-enjoyment uses shall be encouraged within the City as well as water-enjoyment uses, such as recreational development and/or mixed-use developments that provide for water-enjoyment.

2. Objectives

- a. Encourage development in the shoreline jurisdiction that has a positive effect upon community economic and social activities and which results in no net loss of ecological functions and results in mitigation of adverse impacts to other resources and values in the shoreline jurisdiction.
- b. Give preference to new water-dependent, water-related, and water-enjoyment uses in economic development.

C. Public Access Element

1. Goal

Provide public access to publicly owned properties in the shoreline jurisdiction.

Provide for access to publicly owned properties in the shoreline jurisdiction, except where deemed inappropriate due to safety hazards, inherent security problems, environmental impacts, conflicts with adjacent uses, or concerns that public access may reduce the effectiveness of flood hazard protections.

2. Objectives

- a. Seek to increase the amount and diversity of public access to shoreline jurisdiction properties consistent with the natural character of the shoreline jurisdiction, property rights, public rights under the Public Trust Doctrine, and public safety.
- b. Increase public access to the shoreline jurisdiction by developing and implementing parks, recreation, and trails plans.
- c. Require public access as part of public shoreline jurisdiction development where appropriate.
- d. Require and/or encourage public access as part of private shoreline jurisdiction development in accordance with the City's public access plans for its shoreline jurisdiction, where appropriate.
- e. Protect and enhance visual and physical access to the City's shoreline jurisdiction.
- f. Assure that public access improvements do not result in a net loss of the ecological functions in the shoreline jurisdiction.

D. Recreation Element

1. Goal

Preserve and expand recreational opportunities, including but not limited to parks and recreational areas.

Develop public and private recreation opportunities that are compatible with adjacent uses without adversely affecting the ecological functions and values of the City's shoreline jurisdiction.

2. Objectives

- a. Encourage cooperation among public agencies, non-profit groups, and private landowners and developers to increase and diversify recreational opportunities.
- b. Ensure recreation facilities in the shoreline jurisdiction are developed as necessary to serve projected City growth in accordance with adopted levels of service standards established by the City's Comprehensive Plan.
- c. Assure that the recreational facilities are located, designed and operated in a manner consistent with the purpose of the environment designation in which they are located and that no net loss of ecological functions or ecosystem-wide processes in the shoreline jurisdiction results.
- d. Assure that recreational development in the shoreline jurisdiction is given priority and is primarily related to access to, enjoyment, and use of the water and shorelines.

E. Circulation Element

1. Goal

Provide for multi-modal circulation opportunities by planning for the general location and extent of existing and proposed major thoroughfares, transportation routes, and other public utilities and facilities, all consistent with the Shoreline Use Element.

Provide safe and adequate vehicular circulation systems to the shoreline jurisdiction where routes will have the least possible adverse effect on unique or fragile features and existing ecological systems in the shoreline jurisdiction, while contributing to the functional and visual enhancement of the system.

2. Objectives

- a. Encourage multiple modes of transportation.
- b. Promote non-motorized travel, public access opportunities, and environmental protection.
- c. Locate new or expanded road corridors for motorized vehicles outside of the shoreline jurisdiction unless there is no reasonably feasible alternative or location.
- d. Minimize the environmental and visual impacts of parking facilities and allow only as necessary to support an authorized use.

F. Shoreline Use Element

1. Goal

Identify areas associated with the general distribution, location, and extent of the use in the shoreline jurisdiction and adjacent land areas for housing, business, industry, transportation, recreation, education, and other categories of public and private uses of the land.

Ensure that land use patterns will locate activity and development in areas of the City's shoreline jurisdiction that will be compatible with adjacent uses and will be sensitive to existing shoreline environments, habitat, and ecological systems.

2. Objectives

- a. Give preference in the City's shoreline jurisdiction to water-oriented and single-family residential development, consistent with the control of pollution and prevention of damage to the natural environment.
- b. Encourage shoreline uses and development that enhance and/or increase public access to the City's shoreline jurisdiction or provide significant public benefit.
- c. Protect current agricultural activities occurring on agricultural land.
- d. Provide for new agricultural uses that are located and designed to assure no net loss of ecological functions and do not have a significant adverse impact on other shoreline jurisdiction resources and values.
- e. Locate new utilities outside the shoreline jurisdiction unless water crossings are unavoidable or utilities are required for authorized shoreline uses consistent with the SMP and that no net loss of shoreline ecological functions or ecosystem-wide processes results.
- f. Provide for commercial development uses that are located, designed and operated in a manner consistent with the purpose of the environment designation in which they are located and that no net loss of shoreline ecological functions or ecosystem-wide processes results.

G. Conservation Element

1. Goal

Preserve natural resources, including but not limited to scenic vistas, water quality, aesthetics, and areas for fisheries and wildlife protection.

Utilizing the best available information, create development regulations, design standards, and best management practices (BMPs) that will ensure no net loss as well as the long-term enhancement of unique features, natural resources, and fish and wildlife habitat in the shoreline jurisdiction.

2. Objectives

- a. Provide for no net loss of ecological function in the shoreline jurisdiction.
- b. Ensure restoration and enhancement plans are consistent with and prioritized based on adopted watershed and basin plans.

H. Historic, Cultural, Scientific, and Educational Element

1. Goal

Provide for the protection and restoration of buildings, sites, and areas having historic, cultural, scientific, or educational values.

Ensure the recognition, protection, preservation, and restoration of areas in the shoreline jurisdiction and create a unique “sense of place” for public facilities and recreation areas in the City’s shoreline jurisdiction.

2. Objectives

- a. Protect sites in collaboration with appropriate tribal, state, federal, and local governments. Encourage cooperation among public and private parties in the identification, protection, and management of cultural resources.
- b. When and/or where appropriate, make access to such sites available to parties of interest. Design and manage access to such sites in a manner that gives maximum protection to the resource.
- c. Provide opportunities for education related to archaeological, historical and cultural features when and/or where appropriate and incorporate into public and private management efforts, programs, and development.

I. Flood Hazard Prevention Element

1. Goal

Recognize statewide interests over individual interests in the prevention and minimization of flood damages.

Protect the City from losses and damage created by flooding.

2. Objectives

- a. Discourage land use practices that may impede the flow of floodwater or cause danger to life or property. Mitigate the loss of floodplain storage capacity to avoid greater impact of flooding downstream.
- b. Give preference to nonstructural flood hazard reduction measures over structural measures where feasible.
- c. Assure that flood hazard protection measures do not result in a net loss of ecological functions associated with the rivers and streams.

Chapter 3: Environment Designations

A. Summary

The intent of a shoreline environment designation is to preserve and enhance ecological functions in the shoreline jurisdiction and to encourage development that will improve the present or desired future character of the City's shoreline jurisdiction. The SMP Guidelines (WAC 173-26-211(2)(a)) require that the City classify and map the area within its shoreline jurisdiction into environment designations based on the following four (4) criteria:

1. **Existing land use patterns** – What land uses have developed in the City's shoreline jurisdiction to date, as documented in the *Shoreline Inventory and Characterization* and the SMP map folio.
2. **Biological and physical character of the City's shoreline jurisdiction** – The range of ecological characteristics and functions identified in the City's shoreline jurisdiction as documented in the *Shoreline Inventory and Characterization*.
3. **The goals and aspirations of the City as expressed through its Comprehensive Plan** – The Comprehensive Plan's goals and policies, land use designations, its various elements, as well as its development code and zoning code, the Parks and Recreation Plan, and so forth.
4. **Specific criteria for each environment designation found in WAC 173-26-211(5)** – For the City these environment designations include High Intensity, Shoreline Residential, Urban Conservancy, and Aquatic. The City may establish different environment designations through an amendment to the SMP, provided they are consistent with the purposes and policies of the SMP Guidelines and compatible with the other criteria.

Based on the four (4) criteria found in the SMP Guidelines, the SMP establishes four (4) shoreline environments for the City. They include:

1. **High Intensity** is appropriate for areas of high intensity water-oriented commercial, transportation, and industrial development.
2. **Shoreline Residential** is intended to accommodate residential development, and appropriate public access and recreational development consistent with other elements of the SMP.

3. **Urban Conservancy** is a designation designed to maintain and develop water-oriented and non-water-oriented recreational and low intensity residential development while protecting and restoring the ecological functions of open space, floodway, floodplain, and other sensitive lands where they exist within the City.
4. **Aquatic** is a designation intended to protect, restore, and manage the areas waterward of the ordinary high water mark.

These shoreline environments are illustrated in Figures 9.1 and 9.2 located in SMP Appendix 1: Maps, and described below. Each shoreline environment description includes a definition and statement of purpose, followed by designation criteria, management policies, and development standards specific to that shoreline environment. Development standards in the shoreline jurisdiction are summarized in Table 3: Minimum Shoreline Setbacks from the Ordinary High Water Mark and Table 4: Maximum Shoreline Heights in SMP Chapter 5: Use Specific Regulations.

B. Shoreline Areas Not Mapped or Designated

Any undesignated areas of the City's shoreline jurisdiction in the City are assigned automatically an Urban Conservancy shoreline environment designation. This includes any areas annexed into the City that would fall within the City's shoreline jurisdiction. Currently no part of the City's Urban Growth Area (UGA) falls within the shoreline jurisdiction of the SMA.

C. Official Shoreline Map

The City's Community and Economic Development Department shall keep the Official Shoreline Map. Additionally, a map of the shoreline environment designations is included as Figures 9.1 and 9.2 in SMP Appendix 1: Maps. In the event that there is an error in the preparation of the shoreline environment designation maps, the City will rely upon common boundary descriptions and the criteria contained in RCW 90.58.030(2) and WAC 173-22 pertaining to determinations of shorelands.

The purpose of the shoreline environment designation maps is to identify the shoreline designations. They are based upon the best mapping data available at the time of this update. As such, these maps may not necessarily identify or depict the lateral extent of the City's shoreline jurisdiction or all associated wetlands. The extent of the City's shoreline jurisdiction, as defined in SMP Chapter 1: Introduction, Section E, shall be determined on a case-by-case basis based upon the location of the ordinary high water mark, floodway, floodplain, and presence of associated wetlands.

D. Interpretation of Environment Designation Boundaries

The following is applicable to the interpretation of environment designation boundaries:

1. Shoreline Environment Designation Boundaries shall be identified primarily by Figures 9.1 and 9.2 in SMP Appendix 1: Maps and secondarily by the written descriptions provided in SMP Chapter 3: Environment Designations, Sections E.1 – E.4 below.
2. Shoreline Environment Designation Boundaries shall follow parcel, tract, and/or section lines as applicable.
3. Shoreline Environment Designation Boundaries, which follow roads, shall be considered to follow centerlines.
4. All areas in the shoreline jurisdiction waterward of the ordinary high water mark shall be designated Aquatic.
5. Upland shoreline designations shall apply to the City's entire shoreline jurisdiction landward of the ordinary high water mark.

E. Designations and Policies

1. High Intensity Environment

a. Purpose

The purpose of the High Intensity shoreline environment designation is to provide for high intensity water-oriented commercial and transportation uses while protecting existing ecological functions and restoring ecological functions in areas in the shoreline jurisdiction that have been degraded. Where water-dependent uses are not possible within this designation, because the Yakima River is unnavigable, or where this designation is used as a parallel designation that is not adjacent to the ordinary high water mark, the City allows for non-water-related uses within this designation to meet the requirements of the GMA.

b. Designation Criteria

A High Intensity shoreline environment designation is assigned to areas in the shoreline jurisdiction that currently support high intensity uses related to commerce or transportation, or are suitable for high intensity water-oriented uses. Areas in the shoreline jurisdiction assigned this designation should have the following characteristics:

1. Can support high-intensity uses without degradation to existing shoreline function;

2. Designated by the City's Comprehensive Plan and zoning for high intensity, commercial, industry, multi-family, or mixed-use development; and
3. Have few biophysical limitations to development such as floodways, floodplains, steep slopes, or landslide hazard areas.

c. Designated Areas

Description

1. The High Intensity shoreline environment designation is assigned to those areas in the shoreline jurisdiction generally north of the centerline of the Van Giesen Bridge, south of the centerline of Fallon Drive, and west of the centerline of Butte Court.

d. Management Policies

1. Promote priority uses on sites with physical access to the City's shoreline jurisdiction in the following order of preference:
 - a. Water-dependent
 - b. Water-related
 - c. Water-enjoyment
2. Allow the development of new non-water-oriented uses on sites where there is no direct physical access to the City's shoreline jurisdiction or where the applicant can demonstrate that the use will not conflict with or limit opportunities for water-oriented uses.
3. Encourage utilization of existing urban areas in the shoreline jurisdiction before expansion of intensive development.
4. Design new development in shoreline jurisdiction to result in no net loss of ecological functions in the shoreline jurisdiction.
5. Require visual and physical access where feasible with physical access prioritized over visual access.
6. Require environmental cleanup and restoration of the City's shoreline jurisdiction comply with relevant state and federal laws.
7. Make access, utilities, and public services available and adequate to serve existing needs and/or planned future development.

2. Shoreline Residential Environment

a. Purpose

The purpose of the Shoreline Residential shoreline environment designation is to accommodate residential development that is consistent with the SMP. An additional purpose is to provide appropriate public access and recreational development.

b. Designation Criteria

The Shoreline Residential shoreline environment is assigned to areas of the City's shoreline jurisdiction that are predominantly single-family or multi-family residential development or are planned and platted for residential development. These areas contain the following characteristics:

1. They contain or are proposed primarily for residential development in the Comprehensive Plan and zoning code; and
2. They do not contain significant environmental hazards or sensitive areas.

c. Designated Areas

Description

The Shoreline Residential shoreline environment designation is assigned to those areas in the shoreline jurisdiction generally south of the centerline of the Van Giesen Bridge and Area 3b on Figure 9.2 in SMP Appendix 1: Maps.

d. Management Policies

1. Prefer residential activities to other land and resource consumptive development or uses.
2. Allow limited non-residential development, such as parks and home occupation businesses, provided they are consistent with the residential character.
3. Limit commercial development to water-oriented uses.
4. Preserve ecological functions by establishing development standards for density or minimum frontage width, setbacks, shoreline stabilization, critical area protection, and water quality protection to assure no net loss of ecological functions in the shoreline jurisdiction. These development standards should account for environmental limitations and sensitivity of the City's shoreline jurisdiction, the level of infrastructure and services available, and other comprehensive planning considerations.

5. Require that new development preserve and enhance native vegetation and use environmentally friendly landscaping practices in the shoreline jurisdiction, and existing development should be encouraged to do likewise. Consider incentives, information, and other assistance.
6. Provide public access and joint use for community recreational facilities, where feasible and applicable for multi-family developments, residential developments containing four (4) or more lots, and recreational developments.
7. Ensure access, utilities, and public services are available and adequate to serve existing needs and and/or planned future development.
8. Reserve space in the shoreline jurisdiction for shoreline preferred uses.

3. Urban Conservancy Environment

a. Purpose

The Urban Conservancy shoreline environment designation is intended to provide for ecological protection and rehabilitation in relatively undeveloped areas in the shoreline jurisdiction, while allowing agricultural use, water-oriented and non-water-oriented recreational development, low intensity residential development, and limited development suitable to lands characterized by ecological and flood hazard constraints.

b. Designation Criteria

The Urban Conservancy shoreline environment designation is assigned to areas in the shoreline jurisdiction that:

1. Are appropriate and planned for low intensity agricultural, recreational, and residential development that is compatible with maintaining or restoring the ecological functions of the area in the shoreline jurisdiction and that are not generally suitable for water-dependent uses.
2. Are suitable for water-related or water-enjoyment uses;
3. Possess severe development limitations, due to the presence of critical environmental features including:
 - a. Erosion hazard areas;
 - b. Wetlands; and/or
 - c. Flood hazard areas;
4. Have the potential for development that is compatible with ecological restoration;

5. Retain important ecological functions, even though partially developed; or
6. Are newly annexed or undesignated areas.

c. Designated Areas

Description

The Urban Conservancy shoreline environment designation is assigned to all those areas in the shoreline jurisdiction landward of the ordinary high water mark along the Yakima River that are not assigned to the High Intensity or Shoreline Residential shoreline environment designations.

d. Management Policies

1. Assign uses that preserve the natural character of the area in the shoreline jurisdiction, promote preservation of open space, floodway, floodplain, or critical areas directly, or over the long-term as the primary allowed uses. Allow uses that result in restoration of ecological functions if the use is otherwise compatible with the purpose of the environment and the setting.
2. Implement public access and public recreation objectives whenever feasible and significant ecological impacts can be mitigated.
3. Give preferred water-oriented uses priority over non-water oriented uses. Water-dependent recreational development should be given highest priority.
4. Ensure that standards for shoreline stabilization measures, vegetation conservation, water quality, and shoreline modifications within the designation for new development does not result in a net loss of ecological functions or degrade other values in the shoreline jurisdiction.
5. Allow agricultural practices, when consistent with provisions of this Chapter.
6. Balance preservation of ecological functions with public access, recreation, and low intensity residential objectives and give preservation priority over development objectives whenever a conflict exists.

4. Aquatic Environment

a. Purpose

The purpose of the Aquatic shoreline environment designation is to protect, restore, and manage the unique characteristics and resources of the areas in the shoreline jurisdiction waterward of the ordinary high water mark.

b. Designation Criteria

The Aquatic shoreline environment designation is assigned to all lands waterward of the ordinary high water mark in the City's shoreline jurisdiction.

c. Designated Areas

Description

All lands waterward of the ordinary high water mark in the Yakima River shall be assigned an Aquatic shoreline environment designation.

d. Management Policies

1. Allow new over-water structures for water-dependent uses, public access, or ecological restoration.
2. Limit the size of new over-water structures to the minimum necessary to support the structure's intended use.
3. Encourage multiple uses of over-water facilities to reduce the impacts of development and increase effective use of water resources in the shoreline jurisdiction.
4. Minimize interference with surface navigation, consider impacts to public views, and allow for the safe, unobstructed passage of fish and wildlife, particularly those species dependent on migration in the location and design of all developments and uses.
5. Design and manage shoreline uses and modifications to prevent degradation of water quality and alteration of natural hydrographic conditions.
6. Prohibit uses that adversely impact the ecological functions of critical freshwater habitats except where necessary to achieve the objectives of RCW 90.58.020, and then only when their impacts are mitigated according to the sequence described in WAC 173-26-201(2)(e) as necessary to assure no net loss of ecological functions.
7. Reserve space in the shoreline jurisdiction for shoreline preferred uses, while considering upland and in-water uses, water quality, navigation, presence of aquatic vegetation, existing critical habitats, aesthetics, public access and views.

F. Regulations

1. Applicability

This Section is applicable to all shoreline environment designations.

2. Shoreline Use

- a. Permitted, conditional, and prohibited uses for all shoreline environment designations are listed in SMP Chapter 5: Use Specific Regulations, Section B - Table 2: Permitted, Conditional, and Prohibited Uses.
- b. All development and uses in the shoreline jurisdiction shall comply with SMP Chapter 4: General Regulations and SMP Chapter 5: Use Specific Regulations as applicable.
- c. Permitted uses shall result in no net loss of ecological functions and shall not degrade other values in the shoreline jurisdiction.
- d. Prohibited Uses: Any non-classified use will be processed as a shoreline conditional use permit, unless specifically prohibited in SMP Chapter 5: Use Specific Regulations, Section B - Table 2: Permitted, Conditional, and Prohibited Uses.

3. Development Standards

- a. Development standards for all shoreline environment designations are summarized in Table 3: Minimum Shoreline Setbacks from the Ordinary High Water Mark and Table 4: Maximum Shoreline Heights in SMP Chapter 5: Use Specific Regulations.

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Chapter 4: General Regulations

A. Introduction

Based on the general goals and objectives established for the SMP, the following policies and regulations apply to all uses, developments, and activities in the City's shoreline jurisdiction.

General policies and regulations are broken into different topic headings and arranged alphabetically. Each topic begins with a description of its purpose, followed by general policy statements and specific regulations. The intent of these provisions is to be inclusive, making them applicable to all shoreline environments, as well as particular shoreline uses and activities.

The regulations of this Chapter are in addition to other adopted ordinances and rules. Where conflicts exist between regulations, those that provide more substantive protection to the City's shoreline jurisdiction shall apply. These interlocking development regulations are intended to make development in the shoreline jurisdiction responsive to specific design needs and opportunities along the City's shoreline jurisdiction, protect the public's interest in recreational and aesthetic values of the City's shoreline jurisdiction, and assure, at a minimum, no net loss of ecological functions necessary to sustain natural resources in the shoreline jurisdiction.

These provisions address the elements of a SMP as required by RCW 90.58.100(2) and implement the governing principles of the SMP Guidelines as established in WAC 173-26-186.

B. Policies and Regulations

1. Universally Applicable Policies and Regulations

a. Purpose

Provide general provisions to describe the application of the SMP.

b. Policies

1. Keep records of all project review actions within the City's shoreline jurisdiction, including shoreline permits and letters of exemption.
2. Involve affected federal, state, and tribal governments in the review process of shoreline applications.

3. Pursue planning policies through the regulation of development of private property only to an extent that is consistent with all relevant constitutional and other legal limitations on the regulation of private property. Statutory limitations include those that are contained in RCW Chapter 82.02 and RCW 43.21C.060.
4. Periodically review conditions in the shoreline jurisdiction to determine whether other actions are necessary to ensure no net loss of ecological functions, protect and enhance visual quality, identify and protect significant cultural resources, and enhance commercial, residential, and recreational development on the City's shoreline jurisdiction. Specific issues to address in such evaluations include, but are not limited to the following:
 - a. Water quality;
 - b. Conservation of aquatic vegetation (control of noxious weeds and enhancement of vegetation that support more desirable ecological and recreational conditions),
 - c. Changing visual character as a result of new development, including additions, and individual vegetation conservation practices (both in the water and in upland areas in the shoreline jurisdiction),
 - d. Shoreline stabilization and modifications, and
 - e. Significant cultural resources resulting from research, inventories, discoveries, or new information.

c. Regulations

1. All proposed shoreline uses and development within the City's shoreline jurisdiction, including those that do not require a shoreline permit, must conform to the SMA and to the policies and regulations of the SMP.
2. The "policies" listed in the SMP are intended to provide broad guidance and direction for the "regulations" applied by the City's Shoreline Administrator. The policies, taken together, constitute the Shoreline Element of the City's Comprehensive Plan.
3. If provisions within the SMP conflict, or where there is a conflict with other City policies and regulations, the provisions most directly implementing the objectives of the SMA, as determined by the City's Shoreline Administrator, shall apply unless specifically stated.
4. Shoreline uses, modifications, and conditions listed as "prohibited" shall not be eligible for consideration as a shoreline variance or conditional use permit.

2. Archaeological and Historic Resources

a. Purpose

Due to the limited and irreplaceable nature of archaeological, historic, and cultural resources within the City's shoreline jurisdiction, the purpose of this Section is to prevent the destruction of or damage to sites containing these resources. Historical and cultural research activities include the creation of sites, structures, and/or facilities for studying historical and cultural aspects.

b. Policies

1. Prevent the destruction of or damage to any site having historic, cultural, scientific, or educational value as identified by the appropriate authorities, including affected Native American tribes and the Washington State Department of Archaeology and Historic Preservation (DAHP) because of the limited and irreplaceable nature of archaeological and historic resources,
2. Ensure that new development is designed to avoid damaging significant archaeological and historic resources and enhance and/or be compatible with such resources.

c. Regulations

1. Developers and property owners shall immediately stop work and notify the City, the DAHP, and affected Native American tribes if archaeological resources are uncovered during excavation.
2. A site inspection or evaluation by a professional archaeologist in coordination with affected Native American tribes shall be required for all permits issued in areas in the shoreline jurisdiction documented to contain archaeological resources. Failure to comply with this requirement shall be considered a violation of the shoreline permit.

3. Critical Areas

a. Purpose

SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction regulates critical areas such as wetlands, critical fish and wildlife habitat areas, Critical Aquifer Recharge Areas (CARAs), landslide and erosion hazard areas, flood hazard areas, and seismic hazard areas in the City's shoreline jurisdiction.

b. Policies

1. Ensure that the level of protection for critical areas in the shoreline jurisdiction satisfy the no net loss of ecological functions requirement.
2. Include critical areas objectives in the protection and restoration of degraded ecological functions and ecosystem-wide processes. Use regulatory provisions to protect existing ecological functions and ecosystem-wide processes.
3. Promote human uses and values in critical area provisions, such as public access and aesthetic values, provided they do not significantly adversely impact ecological functions.

c. Regulations

1. If there is a conflict between the provisions of SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction and other parts of the SMP, the provisions most protective of the City's shoreline jurisdiction shall apply, as determined by the City's Shoreline Administrator.

4. Environmental Impacts

a. Purpose

Assure no net loss of ecological functions in the shoreline jurisdiction by requiring mitigation for impacts to functions in the shoreline jurisdiction. These provisions apply throughout the City shoreline jurisdiction.

b. Policies

1. Avoid or mitigate impacts to the City's shoreline jurisdiction to ensure the standards of no net loss to function in the shoreline jurisdiction are met.

c. Regulations

1. The environmental impacts of development proposals shall be analyzed and include measures to mitigate environmental impacts not otherwise avoided or mitigated by compliance with the SMP and other applicable regulations. When applicable, development shall meet the requirements of the State Environmental Policy Act of 1971 (SEPA), as amended.
2. Where required, mitigation measures shall be applied in the following sequence of steps listed in order of priority:
 - a. Avoiding the impact altogether by not taking a certain action or parts of an action;

- b. Minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology or by taking affirmative steps to avoid or reduce impacts;
 - c. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
 - d. Reducing or eliminating the impact over time by preservation and maintenance operations;
 - e. Compensating for the impact by replacing, enhancing, or providing substitute resources or environments; and
 - f. Monitoring the impact and the compensation projects and taking appropriate corrective measures.
3. In determining appropriate mitigation measures applicable to development in the shoreline jurisdiction, lower priority measures should be applied only where higher priority measures are determined to be infeasible or inapplicable.
 4. Mitigation shall not be required that exceeds what is necessary to assure the development will result in no net loss of ecological functions in the shoreline jurisdiction.
 5. When compensatory measures are appropriate pursuant to the mitigation priority sequence above, preferential consideration shall be given to measures that replace the impacted functions directly and in the immediate vicinity of the impact. However, alternative compensatory mitigation within the Yakima River watershed that addresses limiting factors or other identified critical needs for resource conservation in the shoreline jurisdiction based on watershed plans applicable to the area of impact may be authorized. Authorization of compensatory mitigation measures may require appropriate safeguards, terms, or conditions as necessary to ensure no net loss of ecological functions.
 6. Mitigation efforts shall be consistent with the City's *Restoration Plan*, where applicable.

5. Flood Hazard Reduction

a. Purpose

The purpose of flood hazard reduction measures are to provide structural stabilization of the City's shoreline jurisdiction, such as dikes or levees, specifically utilized to address flooding within the City.

b. Policies

1. Allow structural flood hazard reduction measures as a conditional use in all shoreline environments as noted in SMP Chapter 4: General Regulations, Section B.8 - Table 1: Shoreline Modifications.
2. Manage flood protection through comprehensive planning, and the City's stormwater management program and flood hazard regulations.
3. Ensure that new development in areas in the shoreline jurisdiction prone to periodic flooding complies with the City's Flood Damage Prevention standards (WRMC Chapter 18.16 - Flood Damage Prevention (2006)) in an effort to minimize health hazards and property damage due to flooding, as well as other applicable City development standards.
4. Give preference to nonstructural flood hazard reduction measures over structural measures, where feasible.
5. Assure that flood hazard reduction measures result in no net loss of ecological functions.
6. Plan for and facilitate returning river and stream corridors to more natural hydrological conditions.
7. Consider removal or relocation of structures in flood-prone areas in the shoreline jurisdiction when evaluating alternate flood control measures.
8. Plan for removal of artificial restrictions to natural channel migration, restoration of off channel hydrological connections, and return river processes to a more natural state where feasible and appropriate.
9. Integrate public access where possible into publicly financed flood control and management facilities.
10. Limit development and structural flood hazard reduction measures within the CMZ that would result in interference with the process of channel migration.

c. Regulations

1. All proposed structural flood hazard reduction projects shall be consistent with WRMC Chapter 18.16 - Flood Damage Prevention (2006) and SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction.
2. Development in flood plains should not significantly or cumulatively increase flood hazard or be inconsistent with WRMC Chapter 18.16 - Flood Damage Prevention (2006). New development or new uses in shoreline jurisdiction, including the subdivision of land, should not be established when it would be

reasonably foreseeable that the development or use would require structural flood hazard reduction measures within the CMZ or floodway.

3. Normal maintenance and repair of existing flood hazard reduction structures shall be allowed pursuant to WAC 173-27-040(2)(b).
4. Modification of existing structural flood hazard measures shall be allowed where it can be demonstrated by engineering analysis that the existing structure does not provide an adequate level of protection for the surrounding lands or that the existing structure does not meet appropriate engineering design standards for stability.
5. New flood hazard protection and/or reduction structures shall be designed to ensure no net loss of ecological functions and values.
6. New structural flood hazard reduction measures in the City's shoreline jurisdiction shall be allowed only when:
 - a. It can be demonstrated to be necessary, and non-structural methods are infeasible and mitigation is accomplished;
 - b. Measures are located landward of associated wetlands and buffer areas unless a geotechnical analysis documents that no alternative exists; and
 - c. Appropriate vegetation conservation actions are undertaken consistent with WAC 173-26-221(5).
7. New structural flood hazard reduction measures shall be placed landward of associated wetlands and designated vegetation areas, except in the case of water-dependent uses, public access, flood protection, other specific public purposes, or actions that increase ecological functions, such as wetland restoration.
8. The need for and analysis of feasible alternatives to structural improvements shall be documented through a geotechnical analysis.
9. New structural public flood hazard reduction measures, such as dikes and levees, shall allow, dedicate, and improve public access unless public access improvements would cause:
 - a. Unavoidable health or safety hazards to the public;
 - b. Inherent and unavoidable security problems;
 - c. Unacceptable and immitigable significant ecological impacts;
 - d. Unavoidable conflict with the proposed use; or

- e. A cost that is disproportionate and unreasonable to the total long-term cost of the development.
10. The removal of gravel for flood management purposes shall be consistent with WRMC Chapter 18.16 - Flood Damage Prevention (2006) and with this Chapter and allowed only after a biological and geomorphologic study shows that:
- a. Extraction has a long-term benefit to flood hazard reduction;
 - b. Does not result in a net loss of ecological functions; and
 - c. It is part of a comprehensive flood management solution.
11. New development within the CMZ or floodway shall be limited to the following:
- a. Actions that protect or restore the ecosystem-wide processes or ecological functions;
 - b. Existing and ongoing agricultural practices, provided that no new restrictions to channel movement occur;
 - c. Bridges, utility lines, and other public utility and transportation structures where no other feasible alternative exists or the alternative would result in unreasonable and disproportionate cost. Where such structures are allowed, mitigation shall address impacted functions and processes in the affected section of watershed or drift cell;
 - d. Repair and maintenance of an existing legal use, provided that such actions do not cause significant ecological impacts or increase flood hazards to other uses;
 - e. Development with a primary purpose of protecting or restoring ecological functions and ecosystem-wide processes;
 - f. Modifications or additions to an existing nonagricultural legal use, provided that channel migration is not further limited and that the new development includes appropriate protection of ecological functions;
 - g. Development in the City, where existing structures prevent active channel movement and flooding; or
 - h. Measures to reduce erosion in the shoreline jurisdiction, if it is demonstrated that the erosion rate exceeds that which would normally occur in a natural condition, that the measure does not interfere with fluvial hydrological and geomorphological processes normally acting in

natural conditions, and that the measure includes appropriate mitigation of impacts to ecological functions associated with the river or stream.

6. Public Access

a. Purpose

Public access includes the ability of the public to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water from adjacent locations. Public access is an important element of the SMA. Standards for the dedication and improvement of public access are discussed in this Section.

b. Policies

1. Promote and enhance the public interest with regard to rights to access waters held in public trust by the state while protecting private property rights and public safety.
2. Protect the rights of navigation and space necessary for water-dependent uses.
3. Protect the public's opportunity to enjoy the physical and aesthetic qualities of shorelines of the state, including views of the water, consistent with the overall best interest of the state and the people generally, to the greatest extent feasible.
4. Regulate the design, construction, and operation of permitted uses in the shorelines of the state to minimize, insofar as practical, interference with the public's use of the water.
5. Balance the level of public access with the degree of uniqueness or fragility of the City's shoreline jurisdiction. Prefer physical access to the City's shoreline jurisdiction over visual access.
6. Prohibit public access to the shoreline jurisdiction where there is no right to enter upon or cross private property, except where there are dedicated easements.
7. Public access planning should include a plan for an integrated public access system in the shoreline jurisdiction that:
 - a. Addresses public access on public lands;
 - b. Is consistent with natural character in the shoreline jurisdiction and public safety;
 - c. Identifies public rights under the Public Trust Doctrine and specific public needs and opportunities to provide public access;

- d. Integrates other relevant comprehensive plan elements, especially the Transportation and the Parks and Recreation Plans;
 - e. Integrates public access trails in the shoreline jurisdiction with other existing and planned regional trails where feasible to provide non-motorized access and community connections;
 - f. Prioritizes sites in terms of short- and long-term acquisition and development. Make purchases or acquire easements on sites for public use;
 - g. Provides for a range of users including pedestrians, bicyclists, and people with disabilities to the greatest extent feasible;
 - h. Complies with all relevant constitutional and other legal limitations that protect private property rights; and
 - i. Results in public access requirements for shoreline permits, recommended projects, and/or actions to be taken to develop access to the shoreline jurisdiction on public property.
8. Ensure that the existing and proposed public access and recreational facilities results in no net loss of ecological function.
 9. Design public access to provide for public safety and to minimize potential impacts to private property and individual privacy.
 10. Require public access provisions for all development and uses in the shoreline jurisdiction, except for a single-family residence or residential projects containing four (4) or less dwelling units unless such development is part of an identified trail plan.
 11. Provide auxiliary facilities for public access, such as parking and sanitation facilities, when appropriate. Locate auxiliary facilities outside of the City's shoreline jurisdiction where feasible or near the outer edge of the City's shoreline jurisdiction if possible.
 12. Address upland concerns, such as the location and design of parking and auxiliary facilities and active play areas, as well as the development of in-water and nearshore structures, such as non-motorized boat launches and docks.
 13. As part of its update process for the Parks and Recreation Plan, the City shall plan for an integrated public access system in the shoreline jurisdiction.
 - a. Where public access planning as described in WAC 173-26-221(4)(c) demonstrates that a more effective public access system can be achieved

through alternate means, such as focusing public access at the most desirable locations, the City shall institute provisions for public access based on that approach in lieu of uniform site-by-site public access requirements.

c. Regulations

1. Development by public entities in the shoreline jurisdiction, including the City, port districts, state agencies, and public utility districts shall include public access measures as part of each development project, unless such access is shown to be incompatible due to reasons of safety, security, or impact to the environment in the shoreline jurisdiction.
2. Public access shall be required to the extent allowed by law for all water-enjoyment, water-related, and non-water-dependent developments and for the subdivision of land into more than four (4) parcels except when any of the following conditions are present:
 - a) The City public access planning process as described in WAC 173-26-221(4)(c) demonstrates that a more effective public access system can be achieved through alternate means;
 - b) An individual single-family residence that is not part of a development planned for more than four (4) parcels;
 - c) Unavoidable health or safety hazards to the public exist which cannot be prevented by any practical means;
 - d) Inherent security requirements of the proposed development or use cannot be satisfied through the application of alternative design features or other solutions;
 - e) The cost of providing the access, easement, or an alternative amenity is unreasonably disproportionate to the total long-term cost of the proposed development or other constitutional or legal limitations preclude public access;
 - f) Unacceptable environmental harm will result from the public access which cannot be mitigated; or
 - g) Significant undue and unavoidable conflict between the proposed access and adjacent uses would occur which cannot be mitigated.
3. To meet any of the conditions in Regulation 3 above, the applicant must first demonstrate and the City must determine in its findings that all reasonable alternatives have been exhausted, including but not limited to:

- a) Regulating access by such means as limiting hours of use to daylight hours;
 - b) Separating uses and activities, with such means as fences, terracing, hedges, and landscaping;
 - c) Providing access that is physically separated from the proposal, such as a nearby street end, an offsite viewpoint, or a trail system; and
 - d) Sharing the cost of providing and maintaining public access between public and private entities.
4. Projects that meet the exception criteria in Regulations 3 and 4 above shall either build or make a proportional contribution to off-site public access facilities or improvements.
 5. Non-water-oriented recreational developments, uses, and activities shall be designed and operated to avoid blocking, reducing, or adversely interfering with the public's visual or physical access to the water and the City's shoreline jurisdiction. In providing visual access to the water and the City's shoreline jurisdiction, natural vegetation shall not be excessively removed either by clearing or by topping.
 6. Public access improvements shall not result in a net loss of ecological functions in the shoreline jurisdiction.
 7. Public access sites shall be connected directly to the nearest public street through a parcel boundary, tract, or easement.
 8. Public access sites shall be made barrier free for the physically disabled where feasible.
 9. Required public access sites shall be fully developed and available for public use at the time of occupancy or use of the development or activity.
 10. Public access easements and permit conditions shall be recorded as a separate document or on the face of a plat or short plat. Recording with the Benton County Recorder's Office shall occur at the time of permit approval.
 11. The applicant shall construct, install, and maintain approved signs that indicate the public's right of access and hours of access in conspicuous locations at public access sites. Alternatively, where public access is prohibited, property owners may install signs indicating this, subject to size and location restrictions in a required permit.
 12. Where public access is to be provided by a trail, the following requirements shall apply:

- a) The trail shall be no greater than ten (10) feet in surface width, and in addition may include one (1) foot gravel shoulders. Not including landscaping, no more than eight (8) feet of improved surface is preferable in most cases;
- b) Landscaping should be native and drought tolerant or site appropriate; and
- c) Other specific conditions described in the City's adopted Parks and Recreation Plan.

7. Restoration

a. Purpose

Restoration refers to the reestablishment or upgrading of impaired ecological processes or functions in the shoreline jurisdiction to achieve overall improvements over time when compared to the ecological conditions upon adoption of the SMP, as detailed in the City's *Shoreline Inventory and Characterization*.

Restoration is distinct from mitigation measures necessary to achieve no net loss of functions in the shoreline jurisdiction and will not be implemented through regulatory means. The following goals and policies are intended to guide the City's commitment to plan for restoration detailed in the City's *Restoration Plan*.

b. Policies

1. Reclaim and restore biologically and aesthetically degraded areas in the shoreline jurisdiction, to the greatest extent feasible while maintaining appropriate use of the City's shoreline jurisdiction.
2. Work collaboratively with other jurisdictions and stakeholders to implement the *Restoration Plan*.
3. Seek funding where possible for various restoration actions and programs by working with stakeholders and other jurisdictions to seek federal, state, grant and other funding opportunities.
4. Follow the Application for Relief option from expansion of SMA jurisdiction by restoration projects in the shoreline jurisdiction set forth in RCW 90.58.580 when appropriate.

c. Regulations

1. The City shall prepare a *Restoration Plan* as part of the SMP update process. The plan shall guide the City's voluntary efforts to achieve overall

improvements over time when compared to the baseline condition at the time of the adoption of the SMP update.

8. Shoreline Modifications

a. Purpose

Shoreline modification activities are those actions that modify the physical configuration or qualities of the Shoreline Jurisdiction. Shoreline modification activities are, by definition, undertaken in support of or in preparation for a permitted shoreline use. A single use may require several different shoreline modification activities.

Shoreline modification activity policies and regulations are intended to assure, at a minimum, no net loss of the ecological functions necessary to sustain shoreline natural resources. They are also intended to prevent, reduce, and mitigate the negative environmental impacts of proposed shoreline modifications consistent with the goals of the SMA.

This Chapter addresses Dredging, Fill, and Shoreline Stabilization. Flood Hazard Reduction activities are conditional uses addressed in SMP Chapter 4.B.5. Clearing and Grading are permitted uses in all shoreline environment designations except for Aquatic, where they are conditional uses, and are addressed in SMP Chapter 4.B.10.

b. Shoreline Modification Table

1. Interpretation of Shoreline Modification Table

The shoreline modification table below determines whether a specific modification is allowed within each of the shoreline environments in the shoreline jurisdiction. See the individual standards for full explanation of activities and required conditions for permitted activities. The shoreline environment is located on the vertical column of the table and the specific modification is located on the horizontal row of the table.

Table 1 – Shoreline Modifications

KEY
P = Permitted Use, and only if zoning allows
C = Conditional Use, subject to the shoreline conditional use review procedures (SMP Chapter 6: Administration), and only if zoning allows
X = Prohibited

Shoreline Modification Activity (1)	High Intensity	Shoreline Residential	Urban Conservancy	Aquatic
Clearing and Grading (SMP Chapter 4.B.10)	P	P	P	C
Dredging (SMP Chapter 4.B.8.d)	X	X	X	C
Fill (SMP Chapter 4.B.8.e) (2)	C	C	C	C
Shoreline Stabilization (SMP Chapter 4.B.8.f)	C	C	C	C
Flood Hazard Reduction (SMP Chapter 4.B.5)	C	C	C	C

Notes:

1. *In the event of a conflict between the table and the regulatory text, the text shall hold.*
2. *Prohibited, unless fill is part of an approved use or development in the shoreline jurisdiction.*

c. General Modifications

1. Applicability

The following provisions apply to all shoreline modification activities whether such proposals address a single property or multiple properties. Additional requirements as contained in other Chapters of the SMP apply. Where a general standard, environment standard, or use standard conflicts with the provisions contained in this Chapter, the more restrictive shall apply.

2. Policies

- a) Reduce the adverse effects of shoreline modifications, as much as possible, and limit shoreline modifications in number and extent.
- b) Take steps to assure that shoreline modifications individually and cumulatively do not result in a net loss of ecological function. This is to be achieved by preventing unnecessary shoreline modifications, by giving preference to those types of shoreline modifications that have a lesser impact on ecological functions, preferring "soft" over "hard"

shoreline modification measures, and by requiring mitigation of identified impacts resulting from shoreline modifications.

- c) Ensure that shoreline stabilizations are appropriate to the specific type of shoreline and environmental conditions for which they are proposed.
- d) Limit shoreline stabilizations in number and extent, incorporate all feasible measures to protect ecological functions and ecosystem-wide processes in the shoreline jurisdiction, and require mitigation sequencing, if needed.

3. Regulations

- e) All shoreline modifications must be in support of a permitted use in the shoreline jurisdiction or provide for human health and safety.
- f) All development in the shoreline jurisdiction shall be located and designed to prevent or minimize the need for shoreline modification activities.
- g) In reviewing shoreline modification permits, the City's Shoreline Administrator shall require steps to reduce significant ecological impacts according to the mitigation sequence described in SMP Chapter 4: General Regulations, Section 4.c.2.
- h) The City's Shoreline Administrator shall base all shoreline modification decisions on available scientific and technical information and a comprehensive analysis of site-specific conditions provided by the applicant, as stated in WAC 173-26-231.

d. Dredging

1. Purpose

Prevent impacts to ecological functions and processes in the shoreline jurisdiction that may occur because of dredging and the disposal of dredge material. Dredging is the scooping or suction activity to remove materials from the bottom of waterways for deepening the water body.

2. Policies

- a) Allow dredging and dredge material disposal as a conditional use in all shoreline environments.
- b) Require dredging and dredging material disposal to avoid significant ecological impacts.

- c) Prevent dredging waterward of the ordinary high water mark for the primary purpose of obtaining fill material, except when the material is necessary for the restoration of ecological functions.
- d) Allow dredging as part of ecological restoration or enhancement, public access, or flood storage, if deemed consistent with the SMP.

3. Regulations

- a) Dredging and dredge material disposal shall be done in a manner that avoids or minimizes significant ecological impacts. Impacts that cannot be avoided shall be mitigated in a manner that assures no net loss of ecological functions in the shoreline jurisdiction.
- b) The disposal of dredge materials within river channel migration zones (CMZs) is discouraged, and, in limited instances when allowed, requires a shoreline conditional use permit.
- c) Dredging for flood control shall be allowed only if a biological and geomorphological study demonstrates a long-term benefit to flood hazard reduction, no net loss of ecological function, and is part of a comprehensive flood hazard management solution.
- d) Maintenance dredging associated with a water dependent use shall be restricted to maintaining the previously dredged and/or existing authorized location, depth, and width.
- e) New development siting and design shall avoid the need for new and maintenance dredging.
- f) Dredging waterward of the ordinary high-water mark for the primary purpose of obtaining fill material is not allowed, except when the material is necessary for the restoration of ecological functions. When allowed, the site where the fill is to be placed must be located waterward of the ordinary high-water mark. The project must be either associated with a Model Toxics Control Act (MTCA) or Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) habitat restoration project or, if approved through a shoreline conditional use permit, any other significant habitat enhancement project
- g) Proposals for dredging and dredge disposal shall include details on all feasible mitigation measures to protect aquatic habitats. Dredging and dredge disposal shall not create a net loss of ecological functions in the shoreline jurisdiction. Dredge disposal within CMZs is discouraged,

and in the limited instances when it is allowed, requires a shoreline conditional use permit.

- h) If applicable, the use of dredge material to benefit resources in the shoreline jurisdiction shall be addressed through implementation of regional interagency dredge material management plans or watershed plan.

e. Fill

1. Purpose

Prevent impacts to ecological functions and processes that may occur because of fill within the City's shoreline jurisdiction. Fill is the addition of soil, sand, rock, gravel, sediment, or other material to an area waterward of the ordinary high water mark, in wetlands, or on shorelands in a manner that raises the elevation or creates dry land.

2. Policies

- a) Allow fill as a conditional use in all shoreline environments, if fill is part of an approved use or development in the shoreline jurisdiction.
- b) Require the minimization of the use of fill for any proposal.
- c) Ensure that the placement of fill does not result in a loss of flood storage.
- d) Protect ecological processes and functions, including channel migration by regulating the location, design, and construction of all fill.

3. Regulations

- a) The following submittal information shall be required for fill projects:
 - 1) Proposed use of the fill area;
 - 2) Physical, chemical, and biological characteristics of the fill material;
 - 3) Source of the fill material, fill material must come from a clean source;
 - 4) Method of placement and compaction;
 - 5) Location of the fill relating to natural or existing drainage patterns;
 - 6) Location of the perimeter of the fill relating to the ordinary high water mark, or any critical areas;

- 7) Perimeter erosion control or stabilization means, and schedule for implementation; and
 - 8) Type of surfacing and run-off control and treatment devices.
- b) Fill shall be allowed only where it is demonstrated that it will not result in the following:
- 1) Net loss to water quality, fish, shellfish, and/or wildlife habitats;
 - 2) Adverse alteration to natural drainage and circulation patterns, currents, rivers, or significant reduction of flood water capacities; and
 - 3) Adverse interference of geological processes in the City's shoreline jurisdiction.
- c) Fill waterward of the ordinary high water mark for water-dependent use, public access, disposal of dredged material in accordance with the Department of Natural Resources (WDNR) Dredged Material Management Program, or the expansion or alteration of transportation facilities of statewide significance currently located in the City's shoreline jurisdiction shall be reviewed through the conditional use permit process.
- d) Fill waterward of the ordinary high water mark for mitigation action, environmental restoration, or enhancement project shall be reviewed through the conditional use permit process.
- e) Where fill is allowed, the fill shall be the minimum necessary to accomplish the proposed use.
- f) The placement of fill shall be timed to minimize damage to water quality and aquatic life.
- g) To prevent loss of flood storage, compensatory storage shall be provided commensurate with the amount of fill placed in the floodway.
- h) Fill areas in the shoreline jurisdiction must be designed to prevent erosion and material movement from the filled area. Erosion control techniques shall be utilized including silt curtains, retaining walls, and vegetation.

- i) Speculative fill is prohibited. Fill, waterward of the ordinary high water mark and/or upland is allowed only in conjunction with a permitted use.

f. Shoreline Stabilization

1. Purpose

The purpose of these shoreline stabilization general regulations is to prevent impacts to ecological functions and processes that may occur because of shoreline modifications within the City’s shoreline jurisdiction. This Section shall be used for both structural and non-structural shoreline stabilization measures, used to minimize erosion and/or residential flooding, as well as new stabilization measures including enlargements to existing stabilization structures. Structural modifications associated with any flood hazard prevention structures along the Yakima River shall also be reviewed under SMP Chapter 4: General Regulations, Section 5.

2. Policies

- a) Allow shoreline stabilization as a conditional use in all shoreline environments.
- b) Require shoreline stabilization requests to include information on the impacts that such modifications would have on the shoreline environment and on the likely migration of the river channel.
- c) Prefer non-structural-bank shoreline stabilization to structural treatments.
- d) Require new development to be located and designed to avoid the need for future stabilization to the extent feasible.
- e) Require new development on steep slopes and bluffs to be set back to prevent need for future shoreline stabilization during life of the project, based upon geotechnical analysis.
- f) Prohibit new development that would require shoreline stabilizations that causes significant impacts to adjacent or down-current properties and areas in the shoreline jurisdiction.
- g) Prohibit hard armoring shoreline stabilizations solutions where it is demonstrated that an existing structure will be damaged within three (3) years because of shoreline erosion in the absence of such hard armoring measures, or where waiting would bar the opportunity to use measures that avoid impacts on ecological functions.

- h) Allow new shoreline stabilization structures for existing primary residential structures only where no alternatives including relocation or reconstruction of existing structures are feasible and less expensive than the proposed stabilization measure, and then only if no net loss of ecological functions will result.
 - i) Limit shoreline stabilizations in number and extent, incorporate all feasible measures to protect ecological functions and ecosystem-wide processes in the shoreline jurisdiction, and require mitigation sequencing, if needed.
 - j) Limit shoreline stabilization structures to the minimum size necessary.
 - k) CMZs are areas where natural river processes can cause the river channel to migrate laterally over time. Within the CMZ, the following policies apply:
 - 1) Limit development and shoreline modifications that would result in interference with the process of channel migration; and
 - 2) Limit development and shoreline modifications that may cause significant adverse impacts to property or public improvements and/or result in a net loss of ecological functions associated with the Yakima River.
 - l) Require public access as part of publicly financed shoreline erosion control measures.
 - m) Require that impacts to sediment transport be avoided or minimized.
3. Regulations
- a) The granting of the conditional use permit shall only occur where the applicant has demonstrated that the structural shoreline stabilization is necessary to support or protect an allowed primary structure or a legally existing shoreline use that is in danger of loss or substantial damage or are necessary for mitigation or enhancement and that a non-structural shoreline modification or an increase in the setback of the primary structure cannot achieve the same objective.
 - b) Shoreline stabilizations shall be designed to ensure no net loss of ecological functions and values. In reviewing requests for shoreline modifications, the City shall review modification requests consistent with the specific shoreline environment designation and environmental conditions of the site. Mitigation measures may be required to address no net loss of ecological function.

- c) Shoreline stabilization structures shall be limited to the minimum size necessary.
- d) New development shall be located and designed to avoid the need for future stabilization to the extent feasible based upon geotechnical analysis.
- e) New development on steep slopes and bluffs shall be set back to prevent need for future shoreline stabilization during life of the project, based upon geotechnical analysis.
- f) New development that would require shoreline stabilization which causes significant impacts to adjacent or down-current properties and areas in the shoreline jurisdiction is prohibited
- g) Impacts to sediment transport shall be avoided or minimized.
- h) New structural stabilization measures are prohibited unless necessity is demonstrated in the following manner:
 - 1) To protect existing primary structures:
 - i. New or enlarged structural shoreline stabilization measures for an existing primary structure, including single-family residences, should not be allowed unless there is conclusive geotechnical evidence that the structure is in danger from shoreline erosion. The geotechnical analysis should evaluate onsite drainage issues and address drainage problems away from the ordinary high water mark before considering structural shoreline stabilization and/or modification; and
 - ii. The erosion control structure will not result in a net loss of ecological functions in the shoreline jurisdiction.
 - 2) In support of new non-water-dependent development, including single-family residences, when all of the conditions below apply:
 - i. The erosion is not being caused by upland conditions, such as the loss of vegetation and drainage;
 - ii. Nonstructural measures, such as placing the development further from the edge of the water, planting vegetation, or installing on-site drainage improvements, are not feasible or not sufficient;

- iii. The need to protect primary structures from damage due to erosion is demonstrated through a geotechnical report. The damage must be caused by natural processes; and
 - iv. The erosion control structure will not result in a net loss of ecological functions in the shoreline jurisdiction.
- 3) In support of water-dependent development when all of the conditions below apply:
- i. The erosion is not being caused by upland conditions, such as the loss of vegetation and drainage;
 - ii. Nonstructural measures, planting vegetation, or installing on-site drainage improvements, are not feasible or not sufficient;
 - iii. The need to protect primary structures from damage due to erosion is demonstrated through a geotechnical report; and
 - iv. The erosion control structure will not result in a net loss of ecological functions in the shoreline jurisdiction.
- 4) In support of ecological restoration/toxic clean-up remediation projects when all of the conditions below apply:
- i. When it has been conclusively demonstrated through scientific analysis that shoreline stabilization is necessary to protect ecological function restoration projects, or hazardous substance remediation projects from erosion; and
 - ii. Non-structural measures, planting vegetation, or installing on-site drainage improvements are not feasible or not sufficient.
- i) Geotechnical reports required pursuant to this Section shall be prepared by a geologist or geotechnical engineer licensed as a civil engineer in the state of Washington. The geotechnical report shall include at a minimum the following:
- 1) A scaled site plan showing:
- i. The location of existing and proposed shore stabilization, structures, and/or fill;
 - ii. Vegetation, with dimensions indicating distances to the ordinary high water mark; and
 - iii. Existing site topography, preferably with 2 foot contours.

- 2) A description of the processes affecting the site, and surrounding areas that influence or could be influenced by the site, including areas in which creek or river geomorphic processes affect the site, including, but not limited to:
 - i. Soil erosion, deposition, or accretion;
 - ii. Evidence of past or potential channel migration; and
 - iii. An estimate of shoreline erosion rates.
 - 3) Geotechnical reports generated to identify the need to prevent potential damage to an existing primary structure shall address the necessity for shoreline stabilization by estimating time frames and rates of erosion and report on the urgency (damage within 3 years) associated with the specific situation. The report shall also determine whether damage to the primary structure will occur within three (3) years as well as explore alternative shoreline stabilization methods.
- j) An existing shoreline stabilization structure may be replaced with a similar structure if there is a demonstrated need to protect principal uses or structures from erosion caused by natural conditions.
- 1) The replacement structure should be designed, located, sized, and constructed to assure no net loss of ecological functions.
 - 2) Replacement shoreline stabilization shall not encroach waterward of the ordinary high water mark or existing structure unless the residence was occupied prior to January 1, 1992, and there are overriding safety issues or environmental concerns. In such cases, the replacement structure shall be next to the existing shoreline stabilization structure.
 - 3) Soft shoreline stabilization measures that provide restoration of ecological functions in the shoreline jurisdiction may be permitted waterward of the ordinary high water mark.
 - 4) For purposes of this Section, standards on shoreline stabilization measures, "replacement" means the construction of a new structure to perform a shoreline stabilization function of an existing structure, which can no longer adequately serve its purpose. Additions to or increases in size of existing shoreline stabilization measures shall be considered new structures.

- k) When any structural shoreline stabilization measures are demonstrated to be necessary based on the regulations above, the following shall design criteria shall apply:
 - 1) The size of stabilization measures shall be limited to the minimum necessary;
 - 2) “Soft” over “hard” shoreline modification measures shall be used unless demonstrated not to be sufficient to protect primary structures, dwellings, and businesses;
 - 3) Public access to the shoreline jurisdiction shall not be impaired with publicly funded projects except where such access is determined to be infeasible because of incompatible uses, safety, security, or harm to ecological functions; and
 - 4) Hydraulic analysis shall be provided to demonstrate that the stabilization strategy allows sediment conveyance to mimic natural conditions.

9. Shorelines of Statewide Significance

a. Purpose

The SMA designates the Yakima River as a Shoreline of Statewide Significance. As a result, the City of West Richland’s shoreline jurisdiction is considered a major resource from which all people of the state derive benefits, thus preference is given to uses that favor long-range goals and support the overall public interest.

b. Policies

In implementing the objectives for Shorelines of Statewide Significance (RCW 90.58.020), the City will base decisions in preparing and administering the SMP on the following policies in order of priority, 1 being the highest and 7 being the lowest.

1. Recognize and protect the statewide interest over local interest.
 - a. Make all information associated with the SMP and proposed amendments publicly available, and consider comments and opinions from groups and individuals representing statewide interests when developing and amending the SMP.
2. Preserve the natural character of the City’s shoreline jurisdiction.

- a. Designate and administer shoreline environments and use regulations to protect and restore the City’s shoreline jurisdiction’s ecology and character and the diversity of vegetation and habitat associated with areas of the shoreline jurisdiction; and
 - b. All development and redevelopment activities within the City’s shoreline jurisdiction should be designed to achieve no net loss of the ecological functions of the shoreline jurisdiction.
3. Support actions that result in long-term benefits over short-term benefits.
 - a. Restrict or prohibit development that would irreversibly damage resources in the shoreline jurisdiction.
4. Protect the resources and ecology of the City’s shoreline jurisdiction.
 - a. All development in the shoreline jurisdiction should be located, designed, constructed, and managed to avoid disturbance of and minimize adverse impacts to wildlife resources, including spawning, nesting, rearing and habitat areas and migratory routes; and
 - b. Actively promote aesthetic considerations when contemplating new development, redevelopment of existing facilities, or general enhancement of areas in the shoreline jurisdiction.
5. Increase public access to publicly owned areas in the City’s shoreline jurisdiction.
 - a. Implement a comprehensive way-finding signage program that directs the public to publicly owned property in the shoreline jurisdiction.
6. Increase recreational opportunities for the public in the City’s shoreline jurisdiction.
7. Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.

10. Vegetation Conservation (Clearing and Grading)

a. Purpose

The intent of vegetation conservation in the shoreline jurisdiction is to protect and restore the ecological functions and ecosystem-wide processes performed by vegetation in the City’s shoreline jurisdiction. Provisions for vegetation conservation in the shoreline jurisdiction include the prevention or restriction of plant clearing and earth grading, vegetation restoration, and the control of invasive weeds and non-native species.

Clearing and grading includes the activities associated with developing any kind of development. Clearing involves the removal of vegetation and /or topsoil, while grading means the movement or redistribution of the soil, sand, rock, gravel, sediment, or other material on a site in a manner that alters the natural contour of the land.

b. Policies

1. Allow clearing and grading only in concert with permitted development in the shoreline jurisdiction.
2. Require clearing and grading activities to be minimized to the extent necessary to accommodate the scope of work within the City’s shoreline jurisdiction.
3. Require that BMPs be utilized during clearing and grading activity consistent with the City’s stormwater management program and the SMP.
4. Prohibit speculative clearing, grading, or vegetation removal within the required shoreline setback from the ordinary high water mark.
5. Conserve native riparian vegetation in the shoreline jurisdiction by restricting clearing and grading within shoreline setback from the ordinary high water mark to maintain ecological functions in the shoreline jurisdiction.
6. Allow clearing activities associated with dike or levee maintenance as necessary to provide protection from flood hazards.
7. Explore opportunities for weed management to eliminate non-native vegetation invasives and encourage the planting and enhancement of native vegetation along the Yakima River.

c. Regulations

1. Allow clearing and grading as a permitted or conditional use in all shoreline environments as noted in SMP Chapter 4: General Regulations, Section B.8 - Table 1: Shoreline Modifications.
2. Clearing and grading shall be minimized in the shoreline jurisdiction and areas cleared of vegetation and not developed shall be replanted as soon as possible.
3. Clearing and grading activities associated with the necessary maintenance of flood hazard prevention structures for the purposes of maintaining flood protection are allowed.

4. During construction, vegetation in the shoreline jurisdiction shall be protected by placement of a temporary barricade at the location of the shoreline setback from the ordinary high water mark and implementation of appropriate erosion and sedimentation controls.
5. Surface water runoff related to clearing and grading associated with development in the shoreline jurisdiction shall be minimized and comply with the City's stormwater management program and all applicable regulations.
6. Normal maintenance, if found to comply with SMP Chapter 6: Administration, including pruning and trimming of vegetation, shall be allowed within the City's shoreline jurisdiction. Topping of trees for view purposes only shall not be allowed.
7. Clearing of invasive non-native vegetation in the shoreline jurisdiction as identified by the State of Washington and/or Benton County as a noxious weed is allowed in the City's shoreline jurisdiction.
8. Removal of invasive non-native vegetation in the shoreline jurisdiction is allowed if only hand-held equipment is used and native vegetation is promptly reestablished in the disturbed area.
9. Clearing and grading activities and related alteration of the natural landscape shall only be allowed in association with a permitted use or development in the shoreline jurisdiction or a letter of exemption with limited exceptions as set forth below:
 - a) Removal of noxious weeds as listed by the state in WAC Chapter 16-750, provided such activity must be conducted in a manner consistent with BMPs and the City's engineering standards and stormwater management program. Native vegetation shall be promptly reestablished in the disturbed area in the shoreline jurisdiction; or
 - b) Pruning consistent with accepted arboricultural practices, maintenance of existing ornamental landscapes, and other activities allowed pursuant to these regulations, if said modification is conducted in a manner consistent with the SMP and results in no net loss to ecological functions or critical fish and wildlife habitats.
 - c) Mosquito abatement activities specifically authorized by the Benton County Mosquito Control District.
10. Restoration of any part of the shoreline jurisdiction that has been disturbed or degraded shall use native plant materials, unless such restoration occurs

within a developed and maintained ornamental landscape, in which case non-invasive plant materials, similar to that which most recently occurred on-site, may be used.

11. Surfaces cleared of vegetation and not developed must be replanted with native species or other species as approved by the City's Shoreline Administrator within one (1) year. Replanted areas in the shoreline jurisdiction shall be planned and maintained such that, within three (3) years, the vegetation is at least ninety (90) percent reestablished.
12. Aquatic vegetation control shall only occur where native plant communities and associated habitats are threatened or where an existing water-dependent use is restricted by the presence of weeds. Aquatic vegetation control shall occur in compliance with all other applicable laws and standards, including Washington State Department of Fish and Wildlife (WDFW) requirements.

11. Water Quality

a. Purpose

Prevent impacts to water quality and stormwater quality that would result in a loss of ecological functions, or a significant impact to aesthetic qualities, or recreational opportunities.

b. Policies

1. Protect the City's shoreline jurisdiction by ensuring that surface water quality and quantity regulations are administered in the shoreline jurisdiction.

c. Regulations

1. All development in the shoreline jurisdiction shall comply with the applicable requirements of the SMP, the City's adopted stormwater management program, and all applicable City stormwater regulations.

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Chapter 5: Use Specific Regulations

A. Introduction

As required by the SMA, the SMP sets forth policies and regulations governing specific categories of uses and activities typically found in the shoreline jurisdiction. The policies and regulations, which provide basic criteria for evaluating shoreline permit applications, are used to implement the broader goals, policies, and intent of the SMA and the SMP.

B. Allowed Shoreline Uses

1. Interpretation of the Permitted, Conditional, and Prohibited Uses Table

The permitted, conditional, and prohibited uses table below determines whether a specific use is allowed within each of the shoreline environments. See the use specific regulations following the table for a full explanation of specific purpose, policies, and regulations for each use.

The shoreline environment is located on the vertical column of the table and the use is located on the horizontal row of the table. There are subcategories for some uses. Uses are permitted, conditional, or prohibited in a particular shoreline environment. The permit requirements for permitted and conditional uses are found in SMP Chapter 6: Administration.

Table 2 – Permitted, Conditional, and Prohibited Uses

KEY (2)
P = Permitted Use
C = Conditional Use
X = Prohibited

Shoreline Uses (1,2)	High Intensity	Shoreline Residential	Urban Conservancy	Aquatic (3)
Agriculture	P	P	P	X
Aquaculture	X	X	X	C
Boating Facilities – Boat Launches and Docks	C	C	C	C
Civic	P	P	C	X
Commercial (6)	P	X	X (7)	X
Forest Practices	X	X	X	X
In-Stream Structures				
As Part of a Fish Habitat Enhancement Project	X	X	X	C
Industry	X	X	X	X
Mining	X	X	X	X
Parking (4)	P	P	P	X
Recreational Development				
Water-Oriented	P	P	P	P (5)
Non-Water-Oriented	P	P	P	X
Residential Development (6)	P	P	P	X
Signs	P	P	P	X
Transportation Facilities				
New Roads related to Permitted Activities in the Shoreline Jurisdiction	P	P	P	X
Bridges for Motorized and Non-Motorized Uses	C	C	C	C
Expansions of Existing Circulation Systems outside of New Roads related to Permitted Activities in the Shoreline Jurisdiction	C	C	C	X
Utilities (Primary)				
Solid Waste Disposal or Transfer Sites	X	X	X	X
Other	C	C	C	C
Utilities (Accessory)				
Local Public Water, Electric, Natural Gas Distribution, Public Sewer Collection, Cable and Telephone Service, and Appurtenances	P	P	P	C

Notes:

1. *In the event of a conflict between the table and the regulatory text, the text shall govern.*
2. *Any use that would substantially degrade the ecological functions or natural character of the City's shoreline jurisdiction should not be allowed. In addition, development shall be subject to the allowed uses established by the underlying zoning.*
3. *Where a use would be located both upland and overwater, the more restrictive standards apply.*
4. *Parking is allowed as an accessory use to an approved use in the City's shoreline jurisdiction. Off-street parking lots or parking structures as a primary use are prohibited in all shoreline environments.*
5. *Only water-dependent uses are permitted in the Aquatic designation.*
6. *Small-scale home occupations, as established by WRMC Title 17.54.47 - Small-Scale Home Occupations (2008), are incidental and accessory to a residential use. Use the 'Residential' use category to determine whether they are allowed in a particular shoreline environment designation.*
7. *Concession stands, gift shops, and interpretive centers are permitted as accessory uses, when limited to serving a related, permitted park and recreation use in the Urban Conservancy zone.*

C. Basic Shoreline Development Standards

1. Interpretation of the Minimum Shoreline Setback from the Ordinary High Water Mark Table

The minimum shoreline setback from the ordinary high water mark table below determines how far a structure, use, and all development (parking, utilities, stormwater facilities, etc.) related to that use needs to be set back from the OHWM within each of the shoreline environments. The purpose of the shoreline setback from the ordinary high water mark is to protect the integrity, function, and value of riparian habitat.

The area within the shoreline setback from the ordinary high water mark shall be protected during construction by placement of a temporary barricade or fencing, on-site notice for construction crews of the presence of the river or stream, and implementation of appropriate erosion and sedimentation controls.

The required shoreline setback from the ordinary high water mark widths reflect the sensitivity of the Yakima River and associated riparian habitat, or the risks associated with development and, in those circumstances permitted by these regulations, the type and intensity of human activity and site design proposed to be conducted on or near the sensitive area. Native vegetation removal or disturbance is not allowed in established shoreline setback from the ordinary high water mark, except as authorized in the SMP.

See the notes section following the table for details on shoreline setback from the ordinary high water mark requirements. The shoreline environment is located on the vertical column of the table and the use is found on the horizontal row of the table. There are subcategories for each uses. These may include the following terms:

- a. Water-dependent means a use that cannot exist in any other location and is dependent on the water due to the intrinsic nature of its operations, such as a port or sewer outfall.
- b. Water-related means a use that is not intrinsically dependent on a waterfront location but whose economic viability is dependent upon a waterfront location, such as a fish processing plant or a sewer treatment plant.
- c. Water-enjoyment means a recreational use or other use that facilitates public access to the shoreline jurisdiction as a primary characteristic of the use. Examples would be trails, golf courses, parks, etc.
- d. Non-water-oriented means everything else: a house, an auto parts store, city hall, etc.

The minimum shoreline setback from the ordinary high water mark for a particular use is determined by finding the use and the most appropriate subcategory row and then finding the intersection with the appropriate shoreline environment designation column.

Table 3 – Minimum Shoreline Setbacks from the Ordinary High Water Mark

KEY
N/A = Not Applicable

Minimum Shoreline Setback from the Ordinary High Water Mark (Measured landward from the ordinary high water mark) (1)(2)(3)	High Intensity	Shoreline Residential	Urban Conservancy	Aquatic
Agriculture				
New agricultural activities only	80 feet	100 feet	100 feet	N/A
Boating Facilities – Boat Launches and Docks				
Water-dependent structures	0 feet	0 feet	0 feet	N/A
Civic				
Water-dependent structures	0 feet	0 feet	0 feet	N/A
Water-related and water-enjoyment structures	30 feet	30 feet	30 feet	N/A
Non-water-oriented structures	80 feet	100 feet	100 feet	N/A
Commercial				
Water-dependent structures	0 feet	N/A	N/A	N/A
Water-related and water-enjoyment mixed-use structures	30 feet	N/A	N/A	N/A
Non-water-oriented structures	80 feet	N/A	N/A	N/A
Parking				
Off-Street Parking Lots or Structures as an Accessory Use (4)	80 feet	100 feet	100 feet	N/A
Recreational Development				
Water-dependent structures and uses	0 feet	0 feet	0 feet	N/A
Water-related and water-enjoyment structures and uses	30 feet	30 feet	30 feet	N/A
Non-water-oriented structures and uses	80 feet	100 feet	100 feet	N/A
Residential Development				
Non-water-oriented structures (5)	80 feet	100 feet	100 feet	N/A
Signs				
Freestanding Sign Structures	80 feet	100 feet	100 feet	N/A
Transportation Facilities				
New Roads related to Permitted Activities in the Shoreline Jurisdiction	80 feet	100 feet	100 feet	N/A
Bridges for Motorized and Non-motorized Uses	0 feet	0 feet	0 feet	N/A
Expansions of Existing Circulation Systems outside of New Roads related to Permitted	30 feet	30 feet	50 feet	N/A

Minimum Shoreline Setback from the Ordinary High Water Mark (Measured landward from the ordinary high water mark) (1)(2)(3)	High Intensity	Shoreline Residential	Urban Conservancy	Aquatic
Activities in the Shoreline Jurisdiction				
Utilities (Primary and Accessory)				
Water-dependent structures	0 feet	0 feet	0 feet	N/A
Water-related structures	30 feet	30 feet	30 feet	N/A
Non-water-oriented structures	80 feet	100 feet	100 feet	N/A

Notes:

1. *Shoreline setbacks from the ordinary high water mark are measured landward on a horizontal plane perpendicular to the ordinary high water mark.*

a) *These shoreline setbacks from the ordinary high water mark are the minimum shoreline setbacks from the ordinary high water mark unless it is necessary to protect river or stream functions and values, as determined by a stream analysis report, then the requirement that provides the most protection to the City's shoreline jurisdiction shall be applied.*

If the City's Shoreline Administrator determines that a project may be located within a river or stream or within a required shoreline setback, a stream analysis report shall be prepared. The stream analysis report shall be prepared by a qualified stream biologist in accordance with the methods provided by the WDFW or other acceptable scientific method and submitted to the City's Shoreline Administrator as part of a shoreline permit application.

After receipt of the stream analysis report and other information, the City's Shoreline Administrator shall determine the appropriate setback requirements and required mitigation. The stream analysis report shall be accorded substantial weight and the City's Shoreline Administrator shall approve the report's findings and approvals, unless specific, written reasons are provided which justify not doing so. Once accepted, the stream analysis report shall control future decision-making related to the designated stream segment unless new information is found demonstrating the stream analysis report is in error.

The Shoreline Administrator shall require increased shoreline setback from the ordinary high water mark widths in accordance with the stream analysis report

on a case-by-case basis when a larger setback is necessary to protect river or stream functions and values based on site-specific characteristics.

Circumstances that may require increased shoreline setback widths include, but are not limited to, the following:

- 1) An increased shoreline setback width is necessary to include the entire riparian corridor of the river or stream;*
 - 2) A larger shoreline setback is needed to protect other critical areas;*
 - 3) The shoreline setback or adjacent uplands has a slope greater than 30 percent or is susceptible to erosion, and standard erosion-control measures will not prevent adverse impacts to the river or stream.*
- b) Developments associated with an ecological restoration, such as native vegetation replantings, water-dependent uses, and public access are not required to meet the minimum setback. However, where such development can be approved within the minimum setback, the placement of buildings, structures, and hard surfaces shall be limited to the minimum necessary for the successful operation of the use. These developments must demonstrate “no net loss” of ecological functions prior to being approved within the setback. In no case shall parking be allowed within the minimum setback.*
- c) The City may reduce minimum shoreline setback from the ordinary high water mark if it determines that the type of development allowed within the SMP and other municipal, state, and federal codes cannot be accommodated within the allowed site development area by reconfiguring, relocating, or resizing the proposed development. Where the City reduces a minimum shoreline setback from the ordinary high water mark requirement, compensatory mitigation, such as vegetation enhancement, must be provided as determined by the City.*
- d) Shoreline setback from the ordinary high water mark width reductions may be authorized according to the following standards. Setback widths shall not be reduced to accommodate unauthorized actions, such as code violations, that have degraded the setback.*

- 1) *Maximum Setback Reductions.* The setback widths may be reduced by up to twenty-five (25) percent if an applicant undertakes measures approved by the Shoreline Administrator to enhance the functions and values of the habitat in the shoreline jurisdiction substantially.
- 2) *Decision Criteria.* Prior to approval, a setback reduction proposal shall meet all of the decisional criteria listed below. The setback reduction will be approved in a degraded setback only if:
 - i. *The project will provide an overall improvement in water quality protection for the water body;*
 - ii. *The project will not adversely affect fish or wildlife species and will provide an overall enhancement to fish and wildlife habitat;*
 - iii. *The project will provide a net improvement in drainage and/or stormwater detention capabilities;*
 - iv. *All exposed areas are stabilized with native vegetation, as appropriate;*
 - v. *The reduction will not lead to unstable earth conditions or create an erosion hazard; and*
 - vi. *The reduction will not be materially detrimental to any other property or the City as a whole.*
- 3) *Setback Enhancement Plan.* As part of the setback reduction request, the applicant shall submit a setback enhancement plan prepared by a qualified stream biologist. The setback enhancement plan shall also provide:
 - i. *A map locating the specific area of enhancement;*
 - ii. *A planting plan that uses native plant species indigenous to this region including groundcover, shrubs, and trees; and*
 - iii. *Provisions for monitoring and maintenance over the monitoring period.*
2. *When environment designations are parallel, the setback of the waterward environment extends only to the upland edge of that environment. The setback for the upland environment would apply to uses and modifications in that upland environment.*
3. *Except for height regulations found in Table 4 – Maximum Shoreline Heights, see zoning regulations for all other bulk and dimensional requirements that apply to specific zones.*
4. *Off-street parking lots or parking structures as a primary use are prohibited in all shoreline environments.*

5. *The shoreline setback from the ordinary high water mark for residential development protected by the levee certified by the U.S. Army Corps of Engineers and maintained by the Benton County Diking District No. 1 may be reduced to 50 feet.*

2. Interpretation of the Maximum Shoreline Heights Table

The maximum shoreline heights table below establishes how tall a structure can be within each of the City’s shoreline environment designations. The purpose of the maximum shoreline height is to protect views of the City’s shoreline jurisdiction.

The maximum shoreline height for a particular use is determined by its shoreline environment designation.

Table 4 – Maximum Shoreline Heights

KEY
N/A = Not Applicable

Maximum Shoreline Heights (1)(2)	Maximum Height (Feet)
High Intensity	
Within 100 feet of the ordinary high water mark	35 feet
More than 100 feet from the ordinary high water mark	(3)
Shoreline Residential	35 feet
Urban Conservancy	35 feet
Aquatic	N/A

Notes:

1. *Development shall also be subject to the height limits established by the underlying zoning. Height is defined in WAC 173-27-030(9) as:*

“...measured from average grade level to the highest point of a structure: provided that television antennas, chimneys, and similar appurtenances shall not

be used in calculating height, except where such appurtenances obstruct the view of the shoreline of a substantial number of residences on areas adjoining such shorelines, or the applicable SMP specifically requires that such appurtenances be included: provided further that temporary construction equipment is excluded in this calculation.”

2. *See zoning regulations for all other bulk and dimensional requirements that apply to specific zones.*
3. *Use the height regulations within the underlying zoning district. See WRMC 17.54.050 - Area and Dimensional Regulations (2012).*

D. Shoreline Use Policies and Regulations

1. General Use Policies

a. Purpose

The provisions in this Section apply to all uses allowed within the City’s shoreline jurisdiction.

b. Policies

1. Prohibit the following uses within the City’s shoreline jurisdiction: Forest Practices, Industry, and Mining.
2. Apply the following preferences and priorities in the order listed below to determine allowable uses and resolve use conflicts within the City’s shoreline jurisdiction:
 - a. Reserve appropriate areas in the shoreline jurisdiction for protecting and restoring ecological functions to control pollution and prevent damage to the natural environment and public health;
 - b. Reserve areas in the shoreline jurisdiction for water-dependent and associated water-related uses;
 - c. Reserve areas in the shoreline jurisdiction for other water-related and water-enjoyment uses compatible with ecological protection and restoration objectives;
 - d. Locate single-family residential uses where they are appropriate and can be developed without significant impact to ecological functions or displacement of water-dependent uses; and

- e. Limit non-water-oriented uses to those locations where the above-described uses are inappropriate or where non-water-oriented uses demonstrably contribute to the objectives of the SMA, including opportunities for ecological enhancements and public access improvements.
3. Ensure that proposed economic uses of the City's shoreline jurisdiction are consistent with the City's Comprehensive Plan. Conversely, make sure that upland uses on adjacent lands outside of the immediate SMA jurisdiction in accordance with RCW 90.58.340 are consistent with the purpose and intent of the SMP as they affect the City's shoreline jurisdiction.
4. Ensure that the development potential within the City's shoreline jurisdiction is consistent with the projected demand for economic resources of statewide importance.
5. Base the determination of public access and recreation development potential on demand projections.
6. Design all development and redevelopment activities within the City's shoreline jurisdiction to ensure public safety, enhance public access, protect existing water views, avoid adverse impacts to habitats, and achieve no net loss of ecological functions in the shoreline jurisdiction.
7. Ensure that proposed shoreline uses do not infringe upon the rights of others or upon the rights of private ownership.
8. Encourage shoreline uses that enhance their specific areas in the shoreline jurisdiction or employ innovative features for purposes consistent with the SMP.
9. Encourage restoration of parts of the shoreline jurisdiction that have been degraded or diminished in ecological value and function because of past activities or catastrophic events.

c. Regulations

1. Shoreline uses shall be allowed only if the underlying zoning allows the use.
2. Forest Practices, Industry, and Mining uses are prohibited in the City's shoreline jurisdiction.

2. Agriculture

a. Purpose

Agriculture includes, but is not limited to, the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, or Christmas trees not subject to the excise tax imposed

by RCW 84.33.100 through RCW 84.33.140; or livestock, that has long-term commercial significance as well as the other definitions of agricultural use found in WAC 173-26-020(3).

In all cases, the use of agriculture related terms should be consistent with the specific meanings provided in RCW 90.58.030, .065, and WAC 173-26-020. The SMP applies only to new agricultural activities, and shall not require modification of or limit existing and ongoing agricultural activities in the City's shoreline jurisdiction, consistent with WAC 173-26-241.

b. Policies

1. Allow agriculture in all shoreline environments, except the Aquatic shoreline environment.
2. Prohibit the creation of new agricultural lands by diking, draining, or filling marshes, bogs, and swamps.
3. Set back all new agricultural activities from the ordinary high water mark according to the setbacks established for the shoreline environment in which the activity is occurring.
4. Condition all significant new agricultural development to be consistent with the shoreline environment designation and located and designed to assure no net loss of ecological functions and not have a significant adverse impact on other resources and values in the shoreline jurisdiction. The City's Shoreline Administrator will consult the provisions of the SMP and determine the applicability and extent of ecological mitigation. The extent of ecological mitigation shall be that which is reasonable given the specific circumstances of an agricultural development.

c. Regulations

1. All new agricultural development shall conform to applicable state and federal policies and regulations, provided they are consistent with the SMA and the SMP to ensure no net loss of ecological function.
2. All new agricultural activities shall occur outside of the established shoreline setback in the shoreline jurisdiction.
3. As part of the required setbacks from Table 3, a setback of natural or planted permanent native vegetation not less than twenty (20) feet in width, measured perpendicular to ordinary high water mark, shall be maintained between areas of new development for crops, grazing, or other agricultural activity and adjacent waters and associated wetlands. The City's Shoreline Administrator shall

determine the extent and composition of the setback based on the requirements of BAS and site-specific criteria for establishing efficacy of the vegetated setback (slope, rainfall, surface uniformity, etc.) when the applicant applies for a shoreline permit or letter of exemption.

4. Manure lagoons, confinement lots, feeding operations, lot wastes, stockpiles of manure solids, aerial spraying, and storage of noxious chemicals are prohibited within the City's shoreline jurisdiction.
5. A shoreline substantial development permit is required for all agricultural development not specifically exempted by the provisions of RCW 90.58.030(3)(e)(iv).
6. Conversion of agricultural land to non-agricultural uses shall be consistent with the shoreline environment designation, and regulations applicable to the proposed use shall not result in a net loss of ecological functions.

3. Aquaculture

a. Purpose

Aquaculture is the farming or culturing of food fish or other aquatic plants and animals in lakes, rivers, streams, and other natural or artificial water bodies. There are no existing aquaculture activities within the City's shoreline jurisdiction.

b. Policies

1. Prohibit aquaculture uses in all shoreline environment designations, except as a conditional use within the Aquatic shoreline environment.
2. Make aquaculture a preferred use of the water area in the shoreline jurisdiction as it is dependent on the use of the water area, when consistent with control of pollution and prevention of damage to the environment.
3. Future aquaculture uses are not anticipated within the City's shoreline jurisdiction and potential locations for aquaculture are restricted. However, the technology associated with some forms of present-day aquaculture is still in its formative stages and experimental, and the City recognizes the need for some latitude in the development of this use as well as its potential impact on existing uses and natural systems.

c. Regulations

1. General ecological siting considerations:

- a. Local ecological conditions shall be considered in developing limits and conditions to assure appropriate types of aquaculture are compatible for local conditions and assure no net loss of ecological functions.
 - b. Aquaculture is not allowed in areas in the shoreline jurisdiction where it would result in a net loss of ecological functions. Impacts to ecological functions shall be mitigated consistent with the mitigation sequence. Aquacultural facilities should be designed and located so as not to spread disease to native aquatic life, or establish new non-native species, which cause significant ecological impacts.
2. Aquaculture is not allowed in areas in the shoreline jurisdiction where it would significantly conflict with navigation or other water-dependent uses.
 3. Aquacultural facilities should not significantly affect the aesthetic qualities of the City's shoreline jurisdiction.

4. Boating Facilities – Boat Launches and Docks

a. Purpose

Boating facilities refer to structures providing public recreational opportunities on the waters of the state including but not limited to marinas, public docks, buoys, etc. Boating facilities does not refer to docks that serve four (4) or fewer single-family residences. Boating facilities in the City are limited to public boat launches and docks and shall be subject to the policies and regulations of this Section.

b. Policies

1. Allow boating facilities as a conditional use in all shoreline environments.
2. Locate, design, and operate boating facilities to ensure no net loss of ecological functions or other significant adverse impacts while providing public recreational opportunities, and, where feasible, enhance degraded and/or scarce ecological functions in the shoreline jurisdiction.
3. Locate boating facilities to the extent possible in areas in the shoreline jurisdiction of low biological productivity.
4. Locate and design boating facilities so their structures and operations will be aesthetically compatible with the area in the shoreline jurisdiction visually affected and will not impair shoreline views. The need to protect and restore functions and to provide for water-dependent uses carries higher priority than the protection of views.

5. Prevent boating facilities from obstructing navigable waters and consider adverse effects to recreational opportunities such as swimming, fishing, and shoreline viewing.
6. Ensure that health, safety, and welfare requirements are met.
7. Require public access in new boating facilities.

c. Regulations

1. New boating facilities are limited to public boat launch facilities and docks.
2. Boating facilities shall not allow live-aboard vessels.
3. Boating facilities shall not significantly affect the rights of navigation on the waters of the state.
4. Location Standards.
 - a) New boating facilities shall not be allowed in areas in the shoreline jurisdiction where dredging will be required or where impacts to ecological functions and processes in the shoreline jurisdiction cannot be mitigated.
 - b) Boating facilities shall be located and designed with the minimum necessary shoreline stabilization to protect facilities, users, and watercraft adequately from floods or destructive storms.
 - c) Boating facilities shall be sited so that they minimize and mitigate for impacts to ecological processes and functions and do not significantly damage fish and wildlife habitats and shall not occur in areas with native emergent vegetation in the shoreline jurisdiction. Removal of native upland vegetation shall be minimized to the greatest extent feasible.
 - d) Boating facilities shall be located to protect the public health, safety, and welfare.
 - e) Boating facilities shall be located only where adequate utility services are available, or where they can be provided concurrent with the development.
5. Facility Design.
 - a) All boating facilities shall be designed to avoid and minimize impacts. All impacts must be mitigated consistent with mitigation sequencing and no net loss requirements.
 - b) All boating facilities shall be the minimum size necessary to accommodate the anticipated demand. Specifically, the amount of overwater cover, the size, and number of in-water structures, the waterward length of the facility, and

the extent of any necessary associated shoreline stabilization or modification shall be minimized.

- c) Boating facilities shall comply with all regulations as stipulated by state and federal agencies, affected Native American tribes, or other agencies with jurisdiction.
- d) Boating facilities shall be constructed of materials that have the minimum ecological impact.
- e) Overwater components of all boating facilities shall allow transmission of light through the deck surface.
- f) Preferred launch ramp designs for motorized boats, in order of priority, are:
 - i. Open grid designs with minimum coverage of river or lake substrate.
 - ii. Seasonal ramps that can be removed and stored upland.
 - iii. Structures with segmented pads and flexible connections that leave space for natural beach substrate and can adapt to changes in shoreline profile.

6. Site Design and Operation.

- a) Boating facilities shall be designed so that lawfully existing or planned public access in the shoreline jurisdiction is not blocked, obstructed, nor made dangerous.
- b) New boating facilities shall provide physical and/or visual public or community access for as many water-oriented recreational uses as possible, commensurate with the scale of the proposal.
- c) Public or community access areas in the shoreline jurisdiction shall provide space and facilities for physical and visual access to water bodies, including feasible types of shore recreation.
- d) Accessory uses at boating facilities shall be limited to water-oriented uses or uses that support physical or visual access in the shoreline jurisdiction for substantial numbers of the public. Accessory development may include, but is not limited to, parking, non-hazardous waste storage and treatment, stormwater management facilities, and utilities where these are necessary to support the water-oriented use.
- e) The streets serving the proposed facility must safely handle the traffic generated by such a facility.

- f) The perimeter of parking and other storage areas shall be landscaped to provide a visual and noise buffer between adjoining dissimilar uses or scenic areas.
- g) The facility must have provisions available for cleanup of accidental spills of contaminants.

5. Civic

a. Purpose

The provisions in this Section apply to all civic uses allowed within the City's shoreline jurisdiction. Civic uses and development include public facilities such as schools, libraries, churches, civic centers, police, fire, and other public safety structures, as well as private school and churches.

b. Policies

1. Allow civic uses as a permitted or conditional use in all shoreline environments except the Aquatic shoreline environment.
2. Prefer water-dependent civic uses to non-water-dependent civic uses and second, prefer water-related and water-enjoyment civic uses to non-water-oriented civic uses.
3. Allow civic uses on lands zoned for that purpose under WRMC Title 17 – Zoning (2014), where there are limited developed areas of non-water-oriented civic uses without direct access to the City's shoreline jurisdiction.
4. Civic uses may be authorized as water-related or water-enjoyment if they incorporate required and appropriate design and operational elements.

c. Regulations

1. Public access and ecological restoration shall be considered as potential mitigation of impacts to ecological resources and values in the shoreline jurisdiction for all water-related or water-dependent civic development unless such improvements are demonstrated to be infeasible or inappropriate.
2. Non-water-oriented civic uses along the edge of the ordinary high water mark are prohibited unless they meet the following criteria:
 - a. The use is part of a mixed-use project that includes water-dependent uses and provides a significant public benefit with respect to the SMA's objectives such as providing public access and ecological restoration;

- b. Navigability is severely limited at the proposed site; and the civic use provides a significant public benefit with respect to the SMA's objectives such as providing public access and ecological restoration; or
 - c. The site is physically separated from the ordinary high water mark by another property or public right of way or is outside the shoreline setback from the ordinary high water mark.
3. Non-water-dependent civic uses should not be allowed over water except in existing structures or in the limited instances where they are auxiliary to and necessary in support of water-dependent uses.
4. Civic development will not result in a net loss of ecological functions in the shoreline jurisdiction or have significant adverse impact to other shoreline uses, resources, and values provided for in RCW 90.58.020 such as navigation, recreation, and public access.

6. Commercial

a. Purpose

The provisions in this Section apply to all commercial uses allowed within the City's shoreline jurisdiction.

b. Policies

1. Allow commercial development only in the High Intensity shoreline environment.
2. Prefer water-dependent commercial uses to non-water-dependent commercial uses and second, prefer water-related and water-enjoyment commercial uses over non-water-oriented commercial uses.
3. Allow commercial uses on sites physically separated from the ordinary high water mark by another property or public right of way or on lands zoned for that purpose under WRMC Title 17 – Zoning (2014), where there are limited developed areas of non-water-oriented commercial uses in the shoreline jurisdiction without direct access to the water.
4. Prohibit non-water-dependent commercial uses over water except within existing structures or when necessary to support water-dependent uses.

c. Regulations

1. Public access and ecological restoration shall be considered as potential mitigation of impacts to ecological resources and values in the shoreline jurisdiction for all commercial development unless such improvements are

demonstrated to be infeasible and affect existing navigation, recreation, and public access.

2. New non-water-oriented commercial uses are prohibited unless they meet the following criteria:
 - a. The use is part of a mixed-use project that includes water-dependent uses and provides a significant public benefit with respect to the SMA's objectives such as providing public access and ecological restoration; or
 - b. Navigability is severely limited and the commercial use provides a significant public benefit with respect to the SMA's objectives such as providing public access and ecological restoration; or
 - c. If the site is physically separated from the ordinary high water mark by another property or public right of way.
3. Non-water-dependent commercial uses should not be allowed over water except in existing structures or in the limited instances where they are auxiliary to and necessary in support of water-dependent uses.
4. Commercial development shall not result in a net loss of ecological functions in the shoreline jurisdiction or have significant adverse impact to other shoreline uses, resources, and values such as navigation, recreation, and public access.

7. Forest Practices

a. Purpose

Forest practices are unsuited to the goals of the City's shoreline jurisdiction.

b. Policies

1. Prohibit forest practice activities within all shoreline environment designations.

c. Regulations

1. Forest practices are prohibited in all shoreline environment designations.
2. For the purpose of the SMP, preparatory work associated with the conversion of land to non-forestry uses and/or developments shall not be considered forest practices and shall be reviewed in accordance with the provisions for the proposed non-forestry use, the general provisions of the SMP. These shall include vegetation conservation and shall be limited to the minimum necessary to result in no net loss of ecological functions and avoid impacts to recreation and public access.
3. The removal of trees in Shorelines of Statewide Significance shall be limited.

8. Industry

Industry uses are prohibited within the City's shoreline jurisdiction.

9. In-Stream Structures

a. Purpose

In-stream structures allowed in the City are limited to fish habitat enhancements, which are only found within the Aquatic shoreline environment designation.

b. Policies

1. Allow fish habitat enhancements as in-stream structures to protect and preserve ecosystem-wide processes, ecological functions, and cultural resources, including, fish and fish passage, wildlife and water resources, critical areas, hydrogeological processes, and natural scenic vistas in the shoreline jurisdiction.

c. Regulations

1. In-stream structures such as fish habitat enhancements shall be designed and permitted to meet all applicable City, state, and federal codes and regulations.

10. Mining

Mining uses are prohibited within the City's shoreline jurisdiction.

11. Parking

a. Purpose

Parking is the temporary storage of automobiles or other motorized vehicles. The following provisions apply only to parking that is accessory to a permitted shoreline use. Parking as a primary use or parking which serves a use not permitted in the City's shoreline jurisdiction is prohibited.

b. Policies

1. Allow parking only as an accessory use to a permitted or conditional use in all shoreline environments, except for the Aquatic shoreline designation.
2. Minimize parking in the shoreline jurisdiction.
3. Locate and design parking facilities in the shoreline jurisdiction to minimize adverse impacts including those related to stormwater run-off, water quality, visual qualities, public access, and vegetation and habitat. The location and design of the parking facilities should result in no loss of ecological functions.

c. Regulations

1. Parking as a primary use is prohibited in the City's shoreline jurisdiction.
2. Parking in the shoreline jurisdiction must directly serve a permitted shoreline use.
3. Parking facilities shall provide adequate provisions to control surface water run-off to prevent it from contaminating water bodies.
4. Parking facilities serving individual buildings in the City's shoreline jurisdiction shall be located upland from the principal building being served, except when parking facilities are within or beneath the structure and adequately screened, or in cases when an alternate orientation would have less adverse impact on the City's shoreline jurisdiction.
5. Exterior parking facilities shall be designed and landscaped to minimize adverse impacts upon adjacent and abutting properties in the shoreline jurisdiction. Exterior parking facilities for non-residential development shall be landscaped with vegetation in such a manner that plantings provide an effective "full-screen" within three (3) years of project completion when viewed from adjacent areas within the City's shoreline jurisdiction.

12. Recreational Development

a. Purpose

Recreational development includes passive activities, such as walking, viewing, and fishing, and facilities for active uses, such as swimming, boating, golfing, and other outdoor recreation uses. This Section applies to both public and private shoreline recreational facilities in the shoreline jurisdiction (excluding private residences) in the City.

b. Policies

1. Allow recreational development as a permitted or conditional use in all shoreline environments.
2. Give priority to recreational development for access to and use of the water.
3. Prefer water-oriented recreational development in the City's shoreline jurisdiction. Allow non-water-oriented recreational facilities as a primary use where they do not displace water-oriented uses.
4. Encourage coordination of City, state, and federal recreation planning. Recreational developments in the shoreline jurisdiction should be consistent with the growth projections and the level of service standards in both the City's Comprehensive Plan and its Parks and Recreation Plan.

5. Encourage the use of publicly owned lands for public access and development of recreational opportunities in the shoreline jurisdiction.
6. Identify and acquire properties in the shoreline jurisdiction with a potential for providing recreation or public access opportunities by lease or purchase, or through partnerships with non-profit and service organizations, and incorporated into the park and open space system.
7. Create links between existing and future shoreline parks, recreation areas, and public access points with a non-motorized trail system using existing rights-of-way or through acquisition of easements and/or land.
8. Design recreational activities to avoid conflict with private property rights, and to minimize and mitigate negative impacts on adjoining property.
9. Ensure that recreational activities do not contribute to a net loss of ecological functions in the shoreline jurisdiction.

c. Regulations

1. Development of new private and public recreation areas shall protect existing native vegetation in the City's shoreline jurisdiction and restore vegetation impacted by development activities. Recreational development shall result in no net loss of ecological functions in the shoreline jurisdiction.
2. Water-dependent or water-related activities such as swimming, boating, and fishing, and water-enjoyment activities that benefit from waterfront scenery such as picnicking, hiking, golfing, and bicycling shall be emphasized in planning public and private (excluding residential) recreation sites in the City's shoreline jurisdiction.
3. The location, design, and operation of recreational development shall be consistent with the purpose of the environmental designation in which they are allowed.
4. All recreational developments shall make adequate provisions for the following:
 - a. Public access to the shoreline edge;
 - b. Non-motorized and pedestrian access;
 - c. Protection and restoration of environmentally sensitive areas and ecological processes and functions in the shoreline jurisdiction;
 - d. The prevention of trespass onto adjacent properties, by using, but not limited to, measures such as landscaping and fencing;

- e. Signs indicating the public's right of access in the shoreline jurisdiction, installed and maintained in conspicuous locations at the point of access and the entrance; and
 - f. Buffering such development from adjacent private property or natural areas.
5. In approving recreational developments in the shoreline jurisdiction, the City's Shoreline Administrator shall ensure that the development will maintain, enhance, or restore desirable ecological features in the shoreline jurisdiction.
 6. Fragile and unique areas with valuable ecological functions in the shoreline jurisdiction, such as wildlife habitats, shall be used only for non-intensive recreation activities that do not involve the construction of structures.
 7. Swimming areas shall be separated from boat launch areas.
 8. Public boat launching facilities shall be governed by the regulations found in SMP Chapter 5: Use Specific Regulations, Section C.4.
 9. The streets serving the proposed facility shall safely handle the traffic generated by recreational activities.
 10. A new or expanded recreational development or use in the shoreline jurisdiction that does not provide public access may be authorized provided the applicant has demonstrated and the City's Shoreline Administrator has determined that one (1) or more of the following provisions apply:
 - a. Unavoidable health or safety hazards to the public exist which cannot be prevented by any practical means;
 - b. Inherent security requirements of the proposed development or use cannot be satisfied through the application of alternative design features or other solutions;
 - c. The cost of providing the access, easement, or an alternative amenity is unreasonably disproportionate to the total long-term cost of the proposed development;
 - d. Unacceptable environmental harm such as damage to fish spawning areas will result from the public access which cannot be mitigated; or
 - e. Significant undue and unavoidable conflict between the proposed access and adjacent uses would occur and they cannot be mitigated.
 11. In addition, a new or expanded recreational development in the shoreline jurisdiction or use that does not provide public access may be authorized provided that the applicant has first demonstrated and the City's Shoreline Administrator

has determined that all reasonable alternatives have been exhausted, including but not limited to the following:

- a. Regulating access by such means as limiting hours of use to daylight hours;
 - b. Designing separation of uses and activities, with such means as fences, terracing, hedges, and landscaping; and
 - c. Providing access that is separated physically from the proposal, such as an off-site viewpoint, or a trail system.
12. Whenever the applicant demonstrates that public access cannot be provided per regulation 11 above, the City's Shoreline Administrator shall require the applicant to make an in-lieu of payment in accordance with RCW 82.02.020 as a condition of granting a permit.

13. Residential Development

a. Purpose

Residential development means one (1) or more buildings, structures, lots, parcels, or portions thereof, which are designed for and used or intended to be used to provide a place of abode for human beings. This includes the creation of new residential lots through land division and single-family residences and attached dwellings together with accessory uses and structures normally applicable to residential development located landward of the ordinary high water mark, including, but not limited to, swimming pools, garages, sheds, fences, and saunas. Single-family and multi-family development is limited to those underlying zones that currently allow it and subject to the requirements therein.

b. Policies

1. Allow residential development in all shoreline environments, except the Aquatic shoreline environment, where there are adequate provisions for utilities, circulation, and access.
2. Provide adequate shoreline setbacks from the ordinary high water mark and ample open space among residential buildings and structures to protect natural features, preserve views, and minimize use conflicts.
3. Design new residential development and subdivisions to preserve aesthetic characteristics, views, existing native shoreline vegetation in the shoreline jurisdiction, as well as control erosion, protect water quality, and minimize physical impacts to ecological functions in the shoreline jurisdiction.
4. Set standards to assure no net loss of ecological functions in the shoreline jurisdiction, taking into account the environmental limitations and sensitivity of

the City's shoreline jurisdiction, the level of infrastructure and services available, and other comprehensive planning considerations.

5. Set back residential development, including appurtenant structures and uses, sufficiently from steep slopes and areas vulnerable to erosion so that structural improvements, including bluff walls and other stabilization structures, are not required to protect such structures and uses.
6. Prohibit new over-water residences, including floating homes.
7. Provide public access in conformance to the public access planning and this Chapter for new multi-family residential development, including the subdivision of land for more than four (4) parcels.
8. Identify single-family residences as a priority use only when developed in a manner consistent with control of pollution and prevention of damage to the natural environment.
9. Protect legally established residential structures and appurtenant structures that are used for a conforming use, but that do not meet the standards of the SMP.

c. Regulations

1. Residential development is subject to the standards of the SMP and the underlying zoning regulations.
2. New over-water residences and floating homes are prohibited.
3. Uses, structures or other development accessory to residential development is allowed in the City's shoreline jurisdiction, if allowed under all other applicable standards in the SMP and the City's zoning code.
4. Accessory uses and appurtenant structures not specifically addressed in the SMP shall be subject to the same regulations as primary residences.
5. For purposes of this Section, "appurtenant structures" means garages, sheds, and other legally established structures. "Appurtenant structures" does not include bulkheads and other shoreline modifications or over-water structures.
6. Non-conforming residential buildings or structures that are modified intentionally, replaced, repaired or enlarged are subject to the requirements in SMP Chapter 6: Administration, Section J.
7. Non-conforming residential buildings or structures that are modified, replaced, or repaired following a catastrophic loss are subject to the requirements in SMP Chapter 6: Administration, Section J.

8. All additions to residential buildings or structures must comply with all standards in the SMP, including required shoreline setbacks from the ordinary high water mark.
9. Residential development shall result in no net loss of ecological functions in the shoreline jurisdiction. Mitigation shall be provided as necessary to meet this requirement. Failure to meet this standard will result in permit denial. The City's Shoreline Administrator may request necessary studies by qualified professionals to determine compliance with this standard.
10. New multi-family development and residential subdivisions larger than four (4) parcels shall provide public access in conformance with SMP Chapter 4: General Regulations, Section B.6.
11. The land division process for creating new residential lots must do the following:
 - a. Design, configure, and develop plats and subdivisions in a manner that assures that no net loss of ecological functions results from the plat or subdivision at full build-out of all lots.
 - b. Prevent the need for new shoreline stabilization or flood hazard reduction measures that would cause significant impacts to other properties or public improvements or a net loss of ecological functions in the shoreline jurisdiction.
 - c. Be consistent with the applicable SMP shoreline environment designations and standards.
12. If an existing residential use conforms to the allowed use table in SMP Chapter 5.B., but does not conform to the development standards in SMP Chapter 5.C., the existing residential use may be enlarged or expanded if the extent of the non-conformity is not increased.

14. Signs

a. Purpose

A sign is defined as a device of any material or medium, including structural component parts, which is used for advertising, identification, or informative purposes. The following provisions apply to any commercial or advertising sign directing attention to a business, professional service, community, site, facility, or entertainment, conducted or sold on or off-premises.

b. Policies

1. Allow signs as a permitted use in all shoreline environments except the Aquatic shoreline environment.

2. Design and place signs to be compatible with the aesthetic quality of the existing shoreline jurisdiction and adjacent land and water uses.
3. Do not block or otherwise interfere with visual access to the water or the shoreline jurisdiction with signs.

c. Regulations

1. Signs shall comply with the City's sign regulations in WRMC Title 19 – Signs (2000).
2. Sign plans and designs shall be submitted for review and approval at the time of any shoreline permit application submittal.
3. All signs shall be located and designed to minimize interference with vistas, viewpoints, and visual access within the City's shoreline jurisdiction.

15. Transportation Facilities

a. Purpose

Transportation facilities are those structures and developments that aid in land, air, and water surface movement of people, goods, and services. They include roads and highways, bridges, bikeways, trails, heliports, and other related facilities. In the City, these uses account for a minimal percentage of the City's shoreline jurisdiction land inventory. However, the impact of these facilities on ecological functions in the shoreline jurisdiction can be substantial.

b. Policies

1. Allow transportation facilities as a permitted or conditional use in all shoreline environments.
2. Exempt normal operation and maintenance of all transportation facilities in the City's shoreline jurisdiction.
3. Minimize construction of new transportation facilities in the City's shoreline jurisdiction and allow when necessary for the support of permitted activities in the shoreline jurisdiction.
4. Allow expansion of existing transportation facilities if such facilities are found to be in the public interest.
5. Encourage joint use of transportation corridors within the City's shoreline jurisdiction for roads, utilities, and motorized and non-motorized forms of transportation, where feasible.

6. Acquire and develop physical and visual public access to the shoreline edge where topography, view, and natural features warrant when new transportation development occurs in the shoreline jurisdiction.
7. Minimize new stream and river crossings associated with transportation. Where necessary, design culverts or bridges to provide for stream and river functions such as fish passage and accommodate the flow of water, sediment, and debris during storm events.

c. Regulations

1. New transportation facilities in the City's shoreline jurisdiction shall be minimized and allowed only when necessary for the support of permitted activities in the shoreline jurisdiction.
2. All proposed transportation facilities must demonstrate how they have been planned, located, and designed where routes will have the least possible adverse effect on unique or fragile ecological features in the shoreline jurisdiction.
3. Development of transportation facilities shall result in no net loss of ecological functions in the shoreline jurisdiction or adversely impact existing or planned water-dependent uses. Mitigation shall be provided as necessary to meet this requirement.
4. Any road expansion affecting streams, rivers, and lakes shall be designed to allow fish passage and minimum impact to habitat.
5. Expansion of existing transportation facilities within the City's shoreline jurisdiction shall be allowed when the proponent demonstrates that:
 - a. No alternative route is feasible;
 - b. The roadway is constructed and maintained to cause the least possible adverse impact on the land and water environment; and
 - c. The roadway is found to be in the public interest.
6. New stream and river crossings associated with transportation uses shall be minimized in number and total area affected in the shoreline jurisdiction (e.g. perpendicular crossings).
7. Transportation and primary utility facilities shall be required to make joint use of rights-of-way, and to consolidate crossings of water bodies to minimize adverse impacts to the City's shoreline jurisdiction.
8. Road designs must provide safe pedestrian and non-motorized vehicular crossings where public access to the shoreline jurisdiction is intended.

9. Circulation system plans within the City's shoreline jurisdiction shall include systems for pedestrian, bicycle, and public transportation where appropriate.
10. Streets within the City's shoreline jurisdiction shall be designed with the minimum pavement area required.

16. Utilities (Primary)

a. Purpose

Utilities are services and facilities that produce, transmit, store, process, or dispose of electric power, gas, water, sewage, and communications. Utilities in the SMP are divided into primary and accessory based on type and scale.

The provisions of this Section apply to primary utility use and activities such as solid waste handling and disposal, water transmission lines, sewage treatment facilities and mains, power generating or high voltage transmission facilities, gas distribution lines and storage facilities, stormwater mains and regional stormwater treatment facilities.

b. Policies

1. Allow primary utilities as a conditional use in all shoreline environments.
2. Locate utility production and processing facilities and transmission facilities outside of the City's shoreline jurisdiction unless no other feasible option exists.
3. Require that the design, location, and maintenance of primary utilities assure no net loss of ecological functions.
4. Require that primary utilities be located in existing rights-of-ways whenever possible and encourage joint use of rights-of-way and corridors.
5. Prohibit solid waste disposal activities and facilities in the shoreline jurisdiction.
6. Avoid locating primary utilities in environmentally sensitive areas unless no feasible alternatives exist.
7. Locate primary utility facilities and corridors to protect scenic views in the City's shoreline jurisdiction.

c. Regulations

1. Utility production and processing facilities and transmission facilities shall be located outside of shoreline jurisdiction unless no other feasible option exists.
2. Primary utilities shall be located landward of the ordinary high water mark unless such location is not feasible or would result in potentially greater environmental impacts.

3. Solid waste disposal sites and facilities are prohibited in the City's shoreline jurisdiction.
4. Primary utility facilities shall avoid disturbance of unique and fragile areas, as well as wildlife spawning, nesting and rearing areas in the shoreline jurisdiction. Development of primary utility facilities shall result in no net loss of ecological functions in the shoreline jurisdiction. Mitigation shall be provided as necessary to meet this requirement.
5. Primary utility development shall provide for compatible, multiple uses of sites and rights-of-way. Such uses include shoreline access points, trail systems and other forms of recreation and transportation, providing such uses will not unduly interfere with utility operations, endanger public health and safety, or create a significant and disproportionate liability for the owner.
6. Primary utility development Utility lines shall utilize existing rights-of-way, corridors, and/or bridge crossings whenever possible and shall avoid duplication and construction of new corridors in the shoreline jurisdiction. Proposals for new corridors or water crossings must fully substantiate the infeasibility of existing routes.
7. Existing primary utilities shall not be allowed to justify more intense development.
8. Where major primary utility facilities must be placed in the shoreline jurisdiction, the location, and design shall be chosen so as not to destroy or obstruct scenic views.
9. Primary utility development shall provide screening of facilities from water bodies and adjacent properties. Screening, including landscaping and fencing, shall be designed to constitute a dense "full screen."
10. Clearing of vegetation for the installation or maintenance of primary utilities shall be kept to a minimum and upon project completion; any disturbed areas shall be restored to their pre-project condition.

17. Utilities (Accessory)

a. Purpose

Utilities are divided into accessory and primary with accessory meaning utilities that affect small-scale distribution services connected directly to the uses in the City's shoreline jurisdiction. For example, power distribution, telephone, cable, water, and sewer service lines, stormwater collection, and conveyance, are considered as accessory utilities for shoreline uses. They are covered in this Section because they concern all types of development and have the potential of affecting the ecological condition and visual quality of the City's shoreline jurisdiction.

b. Policies

1. Allow accessory utilities as permitted or conditional use in all shoreline environments.
2. Require that the design, location, and maintenance of accessory utilities assure no net loss of ecological functions.
3. Locate accessory utility outside of the City's shoreline jurisdiction to the maximum extent possible. When accessory utility lines require a location in the shoreline jurisdiction, they should be placed underground, where feasible.
4. Design and locate accessory utility facilities in existing rights-of-ways whenever possible to preserve the natural landscape and ecology in the shoreline jurisdiction, and minimize conflicts with present and planned land uses.

c. Regulations

1. Through coordination with the City, accessory utility developments shall provide for compatible, multiple uses of sites and rights-of-way. Such uses in the shoreline jurisdiction include shoreline access points, trail systems, and other forms of recreation and transportation, providing such uses will not unduly interfere with utility operations, or endanger public health and safety.
2. In the shoreline jurisdiction, accessory utilities shall be placed underground unless demonstrated to be infeasible. Further, such lines shall utilize existing rights-of-way, and existing corridors whenever possible.
3. Accessory utility facilities shall be located and designed to avoid destruction of, or damage to, important wildlife areas, and other unique and fragile areas. Development of utility facilities shall result in no net loss of ecological functions in the shoreline jurisdiction. Mitigation shall be provided as necessary to meet this requirement.

4. Clearing for the installation or maintenance of accessory utilities shall be kept to a minimum, and upon project completion, any disturbed area shall be restored, to the greatest extent feasible, to pre-project conditions.
5. Existing accessory utilities shall not be allowed to justify more intense development.

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Chapter 6: Administration

A. Purpose

The purpose of this Chapter is to provide provisions for the administration and enforcement of a permit system that shall implement the SMA; Ecology's regulations and guidelines adopted as Chapters 173-26 and 173-27 WAC; and the SMP, together with amendments and/or additions thereto.

Issuance of any shoreline permit or letter of exemption from the City does not obviate requirements for other federal, state, and county permits, procedures, and regulations.

B. Permit Processing – General

1. Shoreline Administrator

- a. The City's Shoreline Administrator shall be responsible for the administration of the permit system pursuant to the requirements of the SMA and regulations adopted as part of the SMP as it pertains to the City. This shall include, but not be limited to, determinations of whether a development requires a shoreline substantial development permit, variance, conditional use permit, and/or is exempt.
- b. The City's Shoreline Administrator shall ensure that administrative provisions are in place to make sure that SMP permit procedures and enforcement are conducted in a manner consistent with relevant constitutional limitations on regulation of private property.
- c. The City's Shoreline Administrator and Planning Commission (or Hearing Examiner) may recommend conditions to the City Council for the approval of permits as necessary to ensure consistency of the project with the SMA and the SMP.
- d. As required by RCW 36.70B.110(11), the City shall adopt procedures for administrative interpretation of its SMP. As part of developing and adopting procedures for administrative interpretation of the SMP, the City's Shoreline Administrator shall require consultation with Ecology. This is to insure that any formal written interpretations are consistent with the purpose and intent of the SMP and the applicable guidelines. Pursuant to WAC 173-26-140, any formal written interpretations of shoreline policies or regulations shall be submitted to Ecology for

- review. An interpretation of the SMP will be enforced as if it is part of this code. Formal interpretations shall be kept on file by the City and shall be available for public review, and shall periodically be incorporated into the SMP during required update processes.
- e. The City's Shoreline Administrator shall determine if the application is complete based upon the information required by this Chapter.

2. Provisions Applicable to All Shoreline Permits

- a. Unless specifically exempted by statute, all proposed uses, activities, and development occurring within the City's shoreline jurisdiction must conform to the SMA, its implementing rules, and the SMP, whether or not a permit is required.
- b. No authorization to undertake use or development on shorelines of the state shall be granted by the City, unless, upon review, the use or development is determined to be consistent with the policy and provisions of the SMA and the SMP.
- c. RCW 36.70A.480 governs the relationship between SMPs and development regulations to protect critical areas that are adopted under RCW Chapter 36.70A.
- d. Applications for shoreline permits shall be processed in accordance with the applicable provisions of WRMC Title 14 – Administration of Development Regulations (2012); if, where the provisions of WRMC Title 14 and the administration and permitting provisions of the SMP conflict, the provisions of the SMP shall apply.
- e. Applications for shoreline substantial development permits, variances, conditional use permits shall be processed as Type IV permits as provided for in WRMC Chapter 14.01 – Types of Project Permit Applications (2012).
- f. The applicant shall meet all of the review criteria for all development as listed in WAC 173-27-140.
- g. A shoreline substantial development shall not be undertaken within the jurisdiction of the SMA unless a shoreline substantial development permit has been obtained, the appeal period has been completed, and any appeals have been resolved.
- h. No building permit or other development permit shall be issued for any parcel of land developed or divided in violation of the SMP.
- i. All purchasers or transferees of property shall comply with the provisions of the SMA, the SMP, and any shoreline substantial development permit, conditional use permit, variance, permit revision, or letter of exemption.

3. Application Requirements

Applications for shoreline permits and/or letters of exemptions shall be made on forms provided by the City's Shoreline Administrator. Applications shall be substantially consistent with the information required by WAC 173-27-180 including but not limited to the following:

- a. Completed intake form from WAC 173-27-990, Appendix A – SMA Permit Data Sheet and Transmittal Letter.
- b. The name, address and phone number of the applicant. The applicant should be the owner of the property or the primary proponent of the project and not the representative of the owner or primary proponent.
- c. The name, address and phone number of the applicant's representative, if other than the applicant.
- d. The name, address and phone number of the property owner, if other than the applicant.
- e. Location of the Property. This shall include, at a minimum, the property address and identification of the section, township, and range to the nearest quarter, quarter section, or latitude and longitude to the nearest minute. All applications for projects located in open water areas away from land shall provide a longitude and latitude location.
- f. Identification of the SMA water body the proposal affects.
- g. A general description of the proposed project that includes the proposed use or uses and the activities necessary to accomplish the project.
- h. A general description of the property as it now exists including its physical characteristics, improvements, and structures.
- i. A general description of the vicinity of the proposed project including identification of the adjacent uses, structures, and improvements, intensity of development and physical characteristics.
- j. A site development plan consisting of maps and elevation drawings, drawn to an appropriate scale to depict clearly all required information, which shall include:
 - 1) The boundary of the parcel(s) of land upon which the development is proposed.
 - 2) The ordinary high water mark of all water bodies located adjacent to or within the boundary of the project. This may be an approximate location. If for any development where a determination of consistency with the applicable regulations requires a precise location of the ordinary high water mark, the mark shall be

located precisely and the biological and hydrological basis for the location as indicated on the plans shall be included in the development plan. Where the ordinary high water mark is neither adjacent to or within the boundary of the project, the plan shall indicate the distance and direction to the nearest ordinary high water mark of a shoreline.

- 3) Existing and proposed land contours. The contours shall be at intervals sufficient to determine accurately the existing character of the property and the extent of proposed change to the land that is necessary for the development. Areas within the boundary that will not be altered by the development may be indicated as such and contours approximated for that area.
- 4) A delineation of all wetland areas that will be altered or used as a part of the development.
- 5) A general description of the character of vegetation found on the site.
- 6) The dimensions and locations of all existing and proposed structures and improvements including but not limited to: buildings, paved or graveled areas, roads, utilities, septic tanks and drainfields, material stockpiles or surcharge, and stormwater management facilities.
- 7) Where applicable, landscaping plans for the project.
- 8) Where applicable, plans for development of areas on or off the site as mitigation for impacts associated with the proposed project consistent with the requirements of this Section.
- 9) Quantity, source, and composition of any fill material that is placed on the site, whether temporary or permanent.
- 10) Quantity, composition, and destination of any excavated or dredged material.
- 11) A vicinity map showing the relationship of the property and proposed development or use to roads, utilities, existing developments, and uses on adjacent properties.
- 12) Where applicable, a depiction of the impacts to views from existing residential development and public areas.
- 13) On all shoreline variance applications, the plans shall clearly indicate where development could occur without approval of a variance, the physical features, and circumstances on the property that provide a basis for the request, and the location of adjacent structures and uses.

C. Application – Notices

The following is applicable for the notice requirements all notices related to actions under the SMP:

1. The City’s Shoreline Administrator shall give notice of the application in accordance with the applicable provisions of WRMC Chapter 14.03 – Public Notice (2007), no less than 30 days prior to permit issuance.
2. When a public hearing is required, the notices shall include a statement that any person desiring to present his/her views may do so orally or in writing at the public hearing, or may submit written comments prior to the public hearing which will be provided to the Planning Commission (or Hearing Examiner) or City Council at the public hearing.
3. The public notice shall also state that any person interested in the Planning Commission (or Hearing Examiner) or City Council’s action on an application for a permit may notify the City’s Shoreline Administrator of his/her interest in writing within 30 days of the last date of publication of the notice. Such notification to the City’s Shoreline Administrator or the submission of views to the Planning Commission (or Hearing Examiner) or City Council shall entitle said persons to a copy of the action taken on the application.

D. Shoreline Substantial Development Permits

The following is applicable for all shoreline substantial development permits:

1. A shoreline substantial development permit shall be granted by the City Council after a recommendation has been given by the Planning Commission (or Hearing Examiner) only when the development proposed is consistent with the following:
 - a. Goals, objectives, policies and use regulations of the SMP;
 - b. The City’s Comprehensive Plan, the WRMC, and associated regulations; and
 - c. The policies and regulations of the SMA as well as the associated guidelines (Chapter 90.58 RCW; Chapters 173-26 and 173-27 WAC).
2. The applicant shall meet all of the review criteria for a shoreline substantial development permit as listed in WAC 173-27-150. The City’s Shoreline Administrator and the Planning Commission (or Hearing Examiner) may forward recommended conditions to the City Council, who may attach conditions to the approval of permits as necessary to assure consistency of the proposal with the above criteria.
3. An applicant for a shoreline substantial development permit, who wishes to request a shoreline variance and/or shoreline conditional use permit, shall submit the shoreline

variance and/or conditional use permit application(s) and the shoreline substantial development permit application simultaneously.

E. Shoreline Conditional Use Permits

The following is applicable for all shoreline conditional use permits:

1. Pursuant to WAC 173-27-210 and WAC 173-27-160, the criteria below shall constitute the minimum criteria for review and approval of a shoreline conditional use permit. Uses classified as conditional uses by the regulations of the SMP, may be authorized; provided, that the applicant can demonstrate all of the following:
 - a. That the proposed use will be consistent with the policies of RCW 90.58.020, the policies of the SMP, the City's Comprehensive Plan and other applicable plans, programs and/or regulations;
 - b. That the proposed use will not interfere with the normal public use or access to public shorelines;
 - c. That the proposed use of the site and design of the project will be compatible with other permitted uses within the area and with uses planned for the area under the City's Comprehensive Plan and SMP;
 - d. That the proposed use will cause no unreasonably adverse effects to the City's shoreline jurisdiction, will not result in a net loss of ecological functions, and will not be incompatible with the environment designation or zoning classification in which it is to be located;
 - e. That the public interest suffers no substantial detrimental effect;
 - f. That the proposed use is in the best interest of the public health, safety, morals or welfare; and
 - g. That consideration of cumulative impacts resultant from the proposed use has occurred and has demonstrated that no substantial cumulative impacts are anticipated, consistent with WAC 173-27-160(2).
2. Other uses, which are not classified or set forth in the SMP, may be authorized as conditional uses provided the applicant can demonstrate consistency with the requirements of this Section and the requirements for conditional uses contained in the SMP.
3. Uses, which are specifically prohibited by the SMP, may not be authorized.
4. The City's Shoreline Administrator and the Planning Commission (or Hearing Examiner) may forward recommended conditions to the City Council, who may attach conditions to

the approval of permits as necessary to assure consistency of the proposal with the above criteria.

5. The decision of the City Council shall be the final decision of the City. Ecology shall be the final authority authorizing a shoreline conditional use permit consistent with WAC 173-27-200.

F. Shoreline Variances

The following is applicable for all shoreline variances:

1. The purpose of a shoreline variance is strictly limited to granting relief from specific bulk, dimensional or performance standards set forth in the SMP, and where there are extraordinary or unique circumstances relating to the physical character or configuration of property such that the strict implementation of the SMP would impose unnecessary hardships on the applicant or thwart the SMA policies as stated in RCW 90.58.020.
2. Construction pursuant to this shoreline variance shall not begin nor can construction be authorized except as provided in RCW 90.58.020.
3. Pursuant to WAC 173-27-210 and WAC 173-27-170, the criteria below shall constitute the minimum criteria for review and approval of a shoreline variance. A shoreline variance for development that will be located landward of the ordinary high water mark (per RCW 90.58.030(2)(b) definition), and/or landward of any wetland as defined in RCW 90.58.030(2)(h) may be authorized, provided the applicant can demonstrate all of the following:
 - a. That the strict requirements of the bulk, dimensional or performance standards set forth in the SMP preclude or significantly interfere with a reasonable use of the property not otherwise prohibited by the SMP;
 - b. That the hardship described above is specifically related to the property, and is the result of unique conditions such as irregular lot shape, size, or natural features and the application of the SMP, and not, for example, from deed restrictions or the applicant's own actions;
 - c. That the design of the project will be compatible with other permitted activities within the area and with uses planned for the area under the City's Comprehensive Plan and SMP and will not cause adverse impacts to the City's shoreline jurisdiction;
 - d. That the shoreline variance authorized does not constitute a grant of special privilege not enjoyed by other properties in the area, and will be the minimum necessary to afford relief; and
 - e. That the public interest will suffer no substantial detrimental effect;

4. Shoreline variances for development that will be located either waterward of the ordinary high water mark or any wetland as defined in RCW90.58.030(2)(h) may be authorized, provided the applicant can demonstrate all the criteria stated above as well as the following:
 - a. That the strict application of the bulk, dimensional or performance standards set forth in the SMP precludes all reasonable use of the property not otherwise prohibited by the SMP; and
 - b. That the public rights of navigation and use of the City's shoreline jurisdiction will not be adversely affected by the granting of the shoreline variance.
5. In the granting of all shoreline variance approvals, consideration shall be given to the cumulative impact of additional requests for like actions in the area. For example, if shoreline variances were granted to other developments in the area where similar circumstances exist, the total of the variances shall also remain consistent with the policies of RCW90.58.020 and shall not cause substantial adverse effects to the City's shoreline environment or result in a net loss of ecological functions.
6. Shoreline variances from the use regulations of the SMP are prohibited.
7. The City's Shoreline Administrator and the Planning Commission (or Hearing Examiner) may forward recommended conditions to the City Council, who may attach conditions to the approval of the variance as necessary to assure consistency of the proposal with the above criteria.
8. The decision of the City Council shall be the final decision of the City. Ecology shall be the final authority authorizing a shoreline variance consistent with WAC 173-27-200.

G. Shoreline Letters of Exemption

The following is applicable for all shoreline letters of exemption:

1. A letter of exemption shall be required for a development that is exempt from the requirements for a shoreline substantial development permit.
2. For exempt development proposals in shoreline jurisdiction subject to review, approval, and permitting by a federal or state agency, City's Shoreline Administrator shall prepare a letter of exemption. The letter of exemption shall be addressed to the applicant, the federal or state permitting agency, and Ecology. The letter of exemption shall indicate the specific exemption provisions from WAC 173-27-040 that is being applied to the development and provide a summary of the analysis demonstrating consistency of the project with the SMA and the SMP.

3. To qualify for a letter of exemption, the proposed use, activity, or development must meet all of the requirements for an exemption as described in WAC 173-27-040. Exemptions are listed in WAC 173-27-040.
4. Letter of exemption. Some projects conducted on shorelines of the state also require review and approval by federal agencies. Ecology is designated as the coordinating agency for the state with regard to permits issued by the U.S. Army Corps of Engineers. The following is intended to facilitate Ecology's coordination of City actions, with regard to exempt development, with federal permit review.
 - a. The City's Shoreline Administrator shall prepare a letter of exemption, and transmit a copy to the applicant and Ecology whenever a development is determined by the City's Shoreline Administrator to be exempt from the shoreline substantial development permit requirements and the development is subject to one (1) or more of the following federal permit requirements:
 - 1) A U.S. Army Corps of Engineers Section 10 permit under the Rivers and Harbors Act of 1899. The provisions of Section 10 of the Rivers and Harbors Act generally apply to any project occurring on or over navigable waters. Specific applicability information should be obtained from the Corps of Engineers; or
 - 2) A Section 404 permit under the Federal Water Pollution Control Act of 1972. The provisions of Section 404 of the Federal Water Pollution Control Act generally apply to any project, which may involve discharge of dredge or fill material to any water or wetland area. Specific applicability information should be obtained from the Corps of Engineers.
 - b. Ecology will be notified prior to issuance of the letter of exemption. The letter of exemption shall indicate the specific exemption provision from WAC 173-27-040 that is being applied to the development and provide a summary of the City's Shoreline Administrator analysis of the consistency of the project with the SMP and the SMA. The letter of exemption granted may be conditioned to ensure that the activity is consistent with the SMA and the SMP.
 - c. Before determining that a proposal is exempt, the City's Shoreline Administrator may conduct a site inspection and/or request additional information to ensure that the proposal meets the exemption criteria.
 - d. The City's Shoreline Administrator may specify other developments not described within subsection (a) of this Section as requiring a letter of exemption prior to commencement of the development.
5. Exempt proposals shall be consistent with the goals and policies of the SMP.

- a. Exemptions shall be construed narrowly. Only those developments that meet the precise terms of one (1) or more of the listed exemptions may be granted exemptions from the substantial development permit process.
- b. Exempt proposals shall be consistent with the goals, policies, and provisions of the SMA and the SMP. A letter of exemption from the substantial development permit process is not an exemption from compliance with the SMA or the SMP, or from any other regulatory requirements.
- c. A development or use that is listed as a shoreline conditional use pursuant to the SMP or is an unlisted use, must obtain a shoreline conditional use permit even though the development or use does not require a substantial development permit.
- d. When a development or use is proposed that does not comply with the bulk, dimensional and performance standards of the SMP, such development or use can only be authorized by approval of a shoreline variance.
- e. The burden of proof that a development or use is exempt from the shoreline permit process is on the applicant.
- f. If any part of a proposed development is not eligible for exemption, then a shoreline substantial development permit is required for the entire proposed development project.
- g. The City's Shoreline Administrator may attach conditions to letters of exemption as necessary to assure consistency of the proposal with the SMA and the SMP.

H. Public Hearing and Decision

1. Burden of Proof for Development Conformance

- a. The burden of proving that the proposed development is consistent with the criteria set forth in this Chapter, the SMP, as well as the requirements of the SMA shall be on the applicant.

2. Public Hearing Process

- a. In accordance with the processing of Type IV permits as provided for in WRMC Title 14 – Administration of Development Regulations (2012), the Planning Commission (or Hearing Examiner) shall hold at least one (1) open record public hearing on each application for a shoreline substantial development permit, variance, or conditional use permit in the shoreline jurisdiction in the City. The City Council will make the final decision at a closed record hearing.

- b. If, for any reason, testimony on any matter set for public hearing, or being heard, cannot be completed on the date set for such hearing, the Planning Commission (or Hearing Examiner) may, before adjournment or recess of such matters under consideration, publicly announce the time and place of the continued hearing and no further notice is required.
- c. When the Planning Commission (or Hearing Examiner) makes a recommendation to the City Council, the Planning Commission (or Hearing Examiner) shall make and enter written findings from the record and conclusions thereof, which support the recommendation. The findings and conclusions shall set forth the manner in which the recommendation is consistent with the criteria set forth in the SMA and the City's regulations.
- d. When the City Council renders the final decision, the City Council shall make and enter written findings from the record and conclusions thereof, which support the decision. The findings and conclusions shall set forth the manner in which the decision is consistent with the criteria set forth in the SMA and the City's regulations.

3. Notice of Decision

- a. The City's Shoreline Administrator shall notify the following persons in writing of the City Council's final approval, conditional approval, or disapproval of a shoreline substantial development permit, variance, or conditional use permit within fourteen (14) days of the City Council's final decision:
 - 1) The applicant;
 - 2) Ecology;
 - 3) The State Attorney General;
 - 4) Any person who has provided written or oral comments on the application at the public hearing; and
 - 5) Any person who has written the City's Shoreline Administrator requesting notification.

4. Development Start

Development pursuant to a shoreline substantial development permit, variance, or conditional use permit shall not be authorized until twenty-one (21) days from the date the City's Shoreline Administrator files the approved shoreline substantial development permit, conditional use permit, or variance with Ecology and Attorney General, or until all review proceedings initiated within twenty-one (21) days of the date of such filing have been terminated. Conditional use permits and variances are subject to Ecology review and approval before the twenty-one (21) day period starts.

5. Appeals of Decisions

Any person aggrieved by the granting or denying of a shoreline substantial development permit, variance, or conditional use permit, a letter of exemption, or by the rescinding of a permit pursuant to the provisions of the SMP, may seek review from the State of Washington Shorelines Hearings Board. A request for review may be done by filing a petition for review with the board within twenty-one (21) days of the date of filing of the final decision, as defined by RCW 90.58.140(6) and by concurrently filing copies of such request with the City Clerk, Ecology and the Attorney General's office. State Hearings Board regulations are provided in RCW 90.58.180 and WAC Chapter 461-08.

I. Time Requirements and Revisions

1. Time Requirements for Shoreline Permits

- a. The time requirements of this Section shall apply to all shoreline substantial development permits and to any development authorized pursuant to a shoreline variance or conditional use permit authorized by the SMP.
- b. Construction activities shall be commenced or, where no construction activities are involved, the use or activity shall be commenced within two (2) years of the effective date of a shoreline substantial development permit, variance, or conditional use permit. However, the City may authorize a single extension for a period not to exceed one (1) year based on reasonable factors, if a request for extension has been filed before the expiration date and notice of the proposed extension is given to parties of record on the shoreline substantial development permit, variance, or conditional use permit and to Ecology.
- c. Authorization to conduct development activities shall terminate five (5) years after the effective date of a shoreline substantial development permit, variance, or conditional use permit. However, the City may authorize a single extension for a period not to exceed one (1) year based on reasonable factors, if a request for extension has been filed before the expiration date and notice of the proposed extension is given to parties of record and Ecology.
- d. The effective date of a substantial development permit shall be the date of filing as provided in RCW 90.58.140(6). The permit time periods in subsections (b) and (c) of this Section do not include the time during which a use or activity was not actually pursued due to the pendency of administrative appeals or legal actions or due to the need to obtain any other government permits and approvals for the development that authorize the development to proceed, including all reasonably related administrative or legal actions on any such permits or approvals.

- e. Revisions to permits, pursuant to the provisions of WAC 173-27-100, may be authorized after original permit authorization has expired; provided, that this procedure shall not be used to extend the original permit time requirements or to authorize substantial development after the time limits of the original permit.
- f. The City's Shoreline Administrator shall notify Ecology in writing of any change to the effective date of a permit, as authorized by this Section, with an explanation of the basis for approval of the change. Any change to the time limits of a permit, other than those authorized by RCW 90.58.143 and this Chapter, as amended shall require a new permit application.

2. Revisions of Shoreline Permits

- a. A permit revision is required whenever the applicant proposes substantive changes to the design, terms, or conditions of a project from that which is approved in the permit. Changes are substantive if they materially alter the project in a manner that relates to its conformance to the terms and conditions of the permit, the SMP, and/or the SMA. Changes, which are not substantive in effect, do not require approval of a revision. The enforcement procedures and penalties contained in WAC 173-27-100 are hereby incorporated by reference.
- b. When an applicant desires to revise a shoreline permit, the applicant must submit detailed plans and text describing the proposed changes. If the City's Shoreline Administrator determines that the revisions proposed are within the scope and intent of the original permit, consistent with the SMA, the City's Shoreline Administrator may approve the revision. "Within the scope and intent of the original permit" means all of the following:
 - 1) No additional over-water construction is involved,
 - 2) Ground area coverage and height is not increased more than ten percent (10%);
 - 3) Additional structures do not exceed a total of two hundred fifty (250) square feet or ten percent (10%), whichever is less;
 - 4) The revision does not authorize development to exceed height, setback, lot coverage, or any other requirement of the SMP;
 - 5) Additional landscaping is consistent with conditions (if any) attached to the original permit;
 - 6) The use authorized pursuant to the original permit is not changed; and
 - 7) No substantial adverse environmental impact will be caused by the project revision.

- c. If the sum of the proposed revision and any previously approved revisions do not meet the criteria above, an application for a new shoreline substantial development permit must be submitted. If the revision involves a shoreline variance or conditional use, which was conditioned by Ecology, the revision also must be reviewed and approved by Ecology under the SMA. The City or Ecology decision on revision to the shoreline permit may be appealed within twenty-one (21) days of such decision, in accordance with the SMA.
- d. Construction allowed by the revised permit that is not authorized under the original permit is undertaken at the applicant's own risk until the expiration of the appeals deadline.
- e. Revisions to permits under WAC 173-27-100 shall not be used to extend the original permit time requirements or to authorize substantial development after the time limits of the original permit.

J. Non-Conforming Development

1. “Non-conforming use or development” means a shoreline use or development which was lawfully constructed or established prior to the effective date of the SMA or the SMP, or amendments thereto, but which does not conform to present regulations or standards of the SMP. Nonconforming use and development standards not addressed in RCW 90.58.270(5), 90.58.620, and not addressed by the SMP are found in WAC 173-27-080. In the event of a conflict between WAC 173-27-080 and the standards contained in the WRMC, the requirement that most supports the provisions of the SMA as stated in RCW 90.58.020 shall apply, as determined by the City’s Shoreline Administrator.
2. Nonconforming development is a shoreline use or structure which was lawfully constructed or established prior to the effective date of the SMA or the SMP, or amendments thereto, but which does not conform to present regulations or standards of the SMP or policies of the SMA. In such cases, the following standards shall apply:
 - a) Nonconforming uses and structures may continue provided that it is not enlarged or expanded;
 - b) A nonconforming use or structure which is moved any distance must be brought into conformance with the SMA and the SMP;
 - c) If a nonconforming structure is damaged to an extent not exceeding fifty percent (50%) replacement cost of the nonconforming structure, it may be reconstructed to those configurations existing immediately prior to the time the structure was damaged, so long as restoration is completed within one (1) year of the date of damage. Single-family nonconforming development may be replaced if damaged to

- one hundred percent (100%), if the restoration is completed within three (3) years of the date of damage;
- d) If a nonconforming use is discontinued for twelve (12) consecutive months or for twelve (12) months during any two (2) year period, any subsequent use shall be conforming; it shall not be necessary to show that the owner of the property intends to abandon such nonconforming use in order for the nonconforming rights to expire;
 - e) A nonconforming use shall not be changed to another nonconforming use, regardless of the conforming or nonconforming status of the building or structure in which it is housed;
 - f) An undeveloped lot, tract, parcel, site, or division which was established prior to the effective date of the SMA and the SMP, but which does not conform to the present lot size or density standards may be developed so long as such development conforms to all other requirements of the SMA and the SMP;
 - g) A use which is listed as a conditional use but which existed prior to adoption of the SMP for which a shoreline conditional use permit has not been obtained shall be considered a nonconforming use; and
 - h) A structure for which a shoreline variance has been issued shall be considered a legal nonconforming structure and the requirements of this Section shall apply as they apply to preexisting nonconformities.

K. Enforcement and Penalties

1. Enforcement

- a. The provisions of WRMC Chapter 17.81 – Administration and Enforcement (2007) relating to Enforcement shall apply to this Chapter.
- b. The City’s Shoreline Administrator or a designated representative shall enforce all provisions of the SMP. For such purposes, the City’s Shoreline Administrator or a designated representative shall have policing powers.
- c. The choice of enforcement action and the severity of any penalty should be based on the nature of the violation and the damage or risk to the public or to public resources. The existence or degree of bad faith of the persons subject to the enforcement action; the benefits that accrue to the violator; and the cost of obtaining compliance may also be considered.

2. Penalty

Any person found to have willfully engaged in activities in the city's shoreline jurisdiction in violation of the SMA or in violation of the SMP or rules or regulations adopted pursuant thereto shall be subject to the penalty provisions of WRMC.

3. Public and Private Redress

- a. Any person subject to the regulatory program of the SMP who violates any provision of the SMP or the provisions of a permit issued pursuant thereto shall be liable for all damages to public or private property arising from such violation, including the cost of restoring the affected area to its condition prior to such violation. The city attorney may sue for damages under this Section on behalf of the City.
- b. Private persons shall have the right to sue for damages under this Section on their own behalf and on behalf of all persons similarly situated. If liability has been established for the cost of restoring an area affected by violation, the court shall make provisions to assure that restoration will be accomplished within a reasonable time at the expense of the violator. In addition to such relief, including monetary damages, the court, in its discretion, may award attorneys' fees and costs of the suit to the prevailing party.

4. Delinquent Permit Penalty

A person applying a permit after commencement of the use or activity may be required, at the discretion of the City to pay a delinquent permit penalty.

L. Shoreline Master Program – Administration

1. Shoreline Master Program Review

The following guidelines are to be used for review of the SMP:

- a. The SMP shall be reviewed periodically and amendments shall be made as necessary to reflect changing local circumstances, new information or improved data, and changes in State statutes and regulations.
- b. The City's established permit tracking system, aerial photos, reviewing of other available data, and field observations as feasible shall be used to document the cumulative effect of all project review actions in the city's shoreline jurisdiction. It will also be used to evaluate periodically the effectiveness of the SMP in achieving no net loss of ecological functions in the shoreline jurisdiction with respect to both permitting authorized developments and letters of exemption.

This process may involve a joint effort by the City, state resource agencies, affected Native American tribes, and other parties.

- c. As part of any required SMP update, an evaluation report assessing the effectiveness of the SMP in achieving no net loss shall be prepared and considered in determining whether policies and regulations are adequate in achieving this requirement.
- d. The SMP review and update process shall be consistent with the requirements of WAC Chapter 173-26 or its successor and shall include a local citizen involvement effort and public hearing to obtain the views and comments of the public.
- e. The City should use a process designed to assure that proposed regulatory or administrative actions do not unconstitutionally infringe upon private property rights. Related to the constitutional takings limitation, a process established for this purpose is set forth in a publication entitled, "*State of Washington, Attorney General's Recommended Process for Evaluation of Proposed Regulatory or Administrative Actions to Avoid Unconstitutional Takings of Private Property*," first published in February 1992.

2. Shoreline Master Program Amendments

The following guidelines are to be used for any amendments to the SMP:

- a. Any of the provisions of the SMP may be amended as provided for in RCW 90.58.120, RCW 90.58.200, and WAC Chapter 173-26. Any amendments shall also be subject to the procedures in WRMC Title 14 – Administration of Development Regulations (2012).
- b. Amendments or revisions to the SMP, as provided by law, do not become effective until approved by Ecology.

3. Severability

If any provisions of the SMP, or its application to any person or legal entity or parcel of land or circumstances is held invalid, the remainder of the SMP, or the application of the provisions to other persons or legal entities or parcels of land or circumstances, shall not be affected

4. Liberal Construction

Pursuant to RCW 90.58.900, the SMA is exempted from the rule of strict construction. Therefore, the SMA and the SMP shall be liberally construed to give full effect to the purposes, goals, objectives, and polices for which the SMA and the SMP have been enacted and adopted.

5. Conflict of Provisions

Should a conflict occur between the provisions of the SMP or between the SMP and the laws, regulations, codes or rules promulgated by any other authority having jurisdiction within the City, the most restrictive requirement shall be applied, except when constrained by federal or state law, or where specifically provided otherwise in the SMP.

6. Effective Date

The effective date of this SMP is March 1, 2016.

Chapter 7: Definitions

A. Unlisted Words or Phrases

Any word or phrase not defined in SMP Chapter 7: Definitions that is called into question when administering the SMP shall be defined utilizing the SMA and its implementing rules.

The Shoreline Administrator may obtain secondary definition sources from one (1) of the following sources:

- a. City of West Richland Municipal Code (WRMC).
- b. Any City resolution, ordinance, policy, or regulation.
- c. The most applicable statute or regulation from the state of Washington.
- d. Legal definitions generated from case law or provided within a law dictionary.
- e. The common dictionary.

B. Definitions

Accessory use – A use incidental, related and clearly subordinate to the principal use of a lot or main building. An accessory use is only located on the same lot as a permitted principal use.

Agriculture – The use of land for agricultural purposes, including farming, dairying, pasturage, horticulture, floriculture, viticulture, apiaries, and animal and poultry husbandry, and the necessary accessory uses for storing produce; provided, however, that the operation of any such accessory use shall be incidental to that of normal agricultural activities. In all cases, the use of agriculture related terms should be consistent with the specific meanings provided in WAC 173-26-020 and RCW 90.58.030 and .065.

Applicant – An individual, partnership, corporation, association, organization, cooperative, public or Municipal Corporation, or agency of the state or local governmental unit, however designated that proposes an activity related to the shoreline jurisdiction. The applicant is the owner of the land on which the proposed activity would be located, a contract vendee, a lessee of the land, the person who would actually control and direct the proposed activity, or the authorized agent of such a person.

Appurtenance – A building, structure, or development that is necessarily connected to the use and enjoyment of a single-family residence and is located landward of the ordinary high water mark and of the perimeter of any wetland. On a statewide basis, normal appurtenances include a garage, deck, driveway, utilities, fences, installation of a septic tank and drain field, and grading which does not exceed two hundred fifty (250) cubic yards (except to construct a conventional drain field) and which does not involve placement of fill in any wetland or waterward of the ordinary high water mark. Refer to WAC 173-27-040(2)(g).

Aquaculture – The culture or farming of fish, shellfish, or other aquatic plants and animals dependent on the use of the water area.

Aquifer – A subsurface, saturated geologic formation that produces, or is capable of producing, a sufficient quantity of water to serve as a private or public water supply.

Aquifer recharge areas – Those areas that serve as critical groundwater recharge areas and that are highly vulnerable to contamination from intensive land uses within these areas.

Associated wetlands – Those wetlands that are in proximity to and either influence, or are influenced by a lake, river, or stream subject to the SMA. Refer to WAC 173-27-030(1).

Best Management Practices (BMPs) – BMPs are the utilization of methods, techniques or products which have been demonstrated to be the most effective and reliable in minimizing environmental impacts. BMPs encompass a variety of behavioral, procedural, and structural measures that reduce the amount of contaminants in stormwater run-off and in receiving waters.

Boat launch – Graded slopes, slabs, pads, planks, or rails used for launching boats by means of a trailer, hand, or mechanical device.

Boating facilities – Generally refer to structures providing the boating public recreational opportunities on the waters of the state including but not limited to marinas, public docks, buoys, etc. Boating facilities does not refer to docks that serve four (4) or fewer single-family residences.

Building – Any structure having a roof supported by columns, posts, or walls for the shelter, housing, or enclosure of any individual, animal, process, equipment, goods, or materials of any kind. Manufactured homes are considered buildings.

Bulkhead – A vertical or nearly vertical erosion protection structure placed parallel to the shoreline consisting of concrete, timber, steel, rock, or other permanent material not readily subject to erosion.

Channel – An open conduit for water either naturally or artificially created, but not including artificially created irrigation, return flow, or stock watering channels.

Channel Migration Zone (CMZ) – The dynamic physical processes of rivers, including the movement of water, sediment, and wood, which cause the river channel in some areas to move laterally, or "migrate," over time. This is a natural process in response to gravity and topography and allows the river to release energy and distribute its sediment load. The area within which a river channel is likely to move over a period of time is referred to as the channel migration zone (CMZ) or the meander belt.

City – The City of West Richland.

Clearing – The destruction, disturbance or removal of logs, scrub-shrub, stumps, trees or any vegetative material by burning, chemical, mechanical or other means.

Commercial development – Retail, wholesale, service, trade or other business activities.

Compensatory mitigation – Mitigation for losses or impacts resulting from alteration of a protected critical area and/or its buffer. It includes, but is not limited to, creation, enhancement, and restoration.

Comprehensive Plan – Comprehensive Plan means the document, including maps adopted by the City Council in accordance with applicable state law.

Conditional use – A use, development, or substantial development that is classified as a conditional use or is not classified within the applicable SMP. Refer to WAC 173-27-030(4).

Contaminant – Any chemical, physical, biological, or radiological material not naturally occurring and introduced into the environment by human action, accident, or negligence.

Critical areas – Include the following areas and ecosystems: wetlands; areas with a critical recharging effect on aquifers used for potable water; fish and wildlife habitat conservation areas; flood hazard areas; and geologically hazardous areas.

Critical fish and wildlife habitat conservation areas – Those areas identified as being of critical importance in the maintenance and preservation of fish, wildlife, and natural vegetation, including waters of the state. Critical fish and wildlife habitat conservation areas are to be managed for maintaining species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created. This does not mean maintaining all individuals of all species at all times, but does mean cooperative and coordinated planning to accomplish the purpose stated. Refer to SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section R.

Dedication – The deliberate appropriation of land by an owner for public use or purpose, reserving no other rights than those that are compatible with the full exercise and enjoyment of the public uses or purpose to which the property has been devoted.

Designated wetland – Those lands identified on the City’s critical area wetland map.

Development – A use consisting of the construction or exterior alteration of buildings or structures; dredging; drilling; dumping; filling; removal of any sand, gravel, or minerals; bulkheading; driving of piling; placing of obstructions; or any project of a permanent or temporary nature which interferes with the normal public use of the surface of the waters of the state subject to the SMA at any state of water level (RCW 90.58.030(3)(d)).

Development regulations – The controls placed on development or land uses by the City, including, but not limited to, zoning ordinances, critical areas ordinances, all portions of an SMP other than goals and policies approved or adopted under RCW 90.58, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances together with any amendments thereto.

Dredged material disposal – Depositing of dredged materials on land or into water bodies. The purpose may be to create additional lands, to dispose of the by-products of dredging, or to enhance or remedy an environmental condition.

Dredging – Excavation or displacement of the bottom or shoreline of a water body. Dredging can be accomplished with mechanical or hydraulic machines. Most dredging is done to maintain channel depths or berths for navigational purposes; other dredging is for cleanup of polluted sediments.

Dwelling unit – One (1) or more rooms designed for or occupied by one (1) family for sleeping and living purposes and containing kitchen, sleeping and sanitary facilities for use solely by one (1) family. All rooms comprising a dwelling unit shall have access through an interior door to other parts of the dwelling unit. Includes apartments, hotel rooms available on a month-to-month basis with kitchen facilities, designated manufactured and group homes, but excludes recreational vehicles.

Earth/earth material – Naturally occurring rock, soil, stone, sediment, organic material, or combination thereof.

Easement – Land which has specific air, surface or subsurface rights conveyed for use by someone other than the owner of the subject property or to benefit a property other than the subject property.

Ecological functions – The work performed or the role played by the physical, chemical, and biological processes that contribute to the maintenance of the aquatic and terrestrial environments that constitute the shoreline’s natural ecosystem.

Ecology – The Washington State Department of Ecology.

Emergency – An unanticipated and imminent threat to public health, safety, or the environment, which requires immediate action within a time too short to allow full compliance with the SMP. Emergency construction is construed narrowly as that which is necessary to protect property from the elements (RCW 90.58.030(3)(e)(iii) and WAC 173-27-040(2)(d)).

Endangered Species Act (ESA) – A federal law intended to protect any fish or wildlife species that are threatened with extinction throughout all or a significant portion of its range.

Environmental impacts – Means the effects or consequences of actions on the natural and built environments. Environmental impacts include effects upon the elements of the environment listed in SEPA. Refer to WAC 197-11-600 and WAC 197-11-444.

Enhancement – The manipulation of the physical, chemical, or biological characteristics of a wetland to heighten, intensify, or improve specific function(s) or to change the growth stage or composition of the vegetation present. Enhancement is undertaken for specified purposes such as water quality improvement, floodwater retention, or wildlife habitat. Enhancement results in a change in wetland function(s) and can lead to a decline in other wetland functions, but does not result in a gain in wetland acres. Examples are planting vegetation, controlling non-native or invasive species, and modifying site elevations to alter hydroperiods.

Environments, (shoreline environments) – Designations given specific areas in the shoreline jurisdiction based on the existing development pattern, the biophysical capabilities and limitations, and the goals and aspirations of local citizenry, as part of a SMP.

Environmentally sensitive areas – Those areas with especially fragile biophysical characteristics and/or with significant environmental resources as identified by the City or by a scientifically documented inventory accomplished as part of the SEPA/NEPA process or other recognized assessment. Environmentally sensitive areas include, but are not limited to, aquifer recharge areas, wildlife habitat areas, fish breeding, rearing or feeding areas, flood hazard areas, geologically hazardous areas (e.g., steep, unstable slopes), wetlands (i.e., marshes, bogs, and swamps), rivers, and streams.

Erosion – The wearing away of the earth’s surface because of the movement of wind, water, or ice.

Erosion hazard areas – Those areas that are highly vulnerable to rapid erosion due to natural characteristics, including vegetative cover, soil texture, steep slope, or other factors induced by human activity. Those areas that contain soils which, according to the United States Department of Agriculture Soil Conservation Service Soil Survey for Benton County Area (July 1971), may experience severe to very severe water erosion are included within this definition.

Excavation – The mechanical removal of earth material or fill.

Exempt – Certain specific developments are exempt from the definition of substantial developments and are therefore exempt from the shoreline substantial development permit process of the SMA. An activity that is exempt from the substantial development provisions of the SMA must still be carried out in compliance with policies and standards of the SMA and the SMP. Shoreline variances and/or conditional use permits may also still be required even though the activity does not need a shoreline substantial development permit (WAC 173-27-040).

Existing and ongoing agricultural activities – Those activities conducted on lands defined in RCW 84.34.020(2), and those activities involved in the production of crops and livestock, including but not limited to operation and maintenance of farm and stock ponds or drainage ditches, irrigation systems, changes between agricultural activities, and normal operation, maintenance or repair of existing serviceable structures, facilities or improved areas. Activities that bring an area into agricultural use are not part of an ongoing activity. An operation ceases to be ongoing when the area on which it was conducted has been converted to a nonagricultural use or has lain idle both more than five years and so long that modifications to the hydrological regime are necessary to resume operations, unless the idle land is registered in a federal or state soils conservation program.

Fair market value – “Fair market value” of a development is the open market bid price for conducting the work, using the equipment and facilities, and purchase of the goods, services and materials necessary to accomplish the development. This would normally equate to the cost of hiring a contractor to undertake the development from start to finish, including the cost of labor, materials, equipment and facility usage, transportation, and contractor overhead and profit. The fair market value of the development shall include the fair market value of any donated, contributed or found labor, equipment, or materials (WAC 173-27-030(8)).

Federal Emergency Management Administration (FEMA) – The branch of the federal government responsible for responding to emergencies such as flood events. FEMA administers the National Flood Insurance Program, develops floodplain and floodway maps, and enforces federal regulations pertaining to flood hazard management.

Feasible – An action, such as a development project, mitigation, or preservation requirement, meeting all of the following conditions:

- a. The action can be accomplished with technologies and methods that have been used in the past in similar circumstances, or studies or tests have demonstrated in similar circumstances that such approaches are currently available and likely to achieve the intended results;
- b. The action provides a reasonable likelihood of achieving its intended purpose; and

- c. The action does not physically preclude achieving the project's primary intended legal use.

In cases where the SMP Guidelines require certain actions unless they are infeasible, the burden of proving infeasibility is on the applicant. In determining an action's infeasibility, the reviewing agency may weigh the action's relative public costs and public benefits, considered in the short- and long-term time frames.

Fill – the addition of soil, sand, rock, gravel, sediment, earth-retaining structure, or other material to an area waterward of the ordinary high water mark, in wetland, or on shorelands in a manner that raises the elevation or creates dry land.

Flood hazard areas – Those areas within the city of West Richland, which are determined to be at risk of having a one percent or greater chance of experiencing a flood in any one year (100-year floodplain), with those areas defined and identified on the Federal Emergency Management Administration (FEMA) flood insurance rate maps for the city of West Richland.

Flood hazard management – A program or major project carried out on a single parcel or coordinated on a series of parcels for the primary purpose of preventing or mitigating damage due to flooding. Flood hazard management projects or programs may employ physical and/or regulatory controls.

Floodplain – Synonymous with 100-year floodplain. The land area susceptible to being inundated by stream-derived waters with a 1 percent chance of being equaled or exceeded in any given year. The limits of this area are based on flood regulation ordinance maps or a reasonable method that meets the objectives of the SMA (WAC 173-22-030(2)).

Floodway – means the area, as identified in a SMP, that either: (i) has been established in FEMA flood insurance rate maps or floodway maps; or (ii) consists of those portions of the area of a river valley lying streamward from the outer limits of a watercourse upon which flood waters are carried during periods of flooding that occur with reasonable regularity, although not necessarily annually, said floodway being identified, under normal condition, by changes in surface soil conditions or changes in types or quality of vegetative ground cover condition, topography, or other indicators of flooding that occurs with reasonable regularity, although not necessarily annually. Regardless of the method used to identify the floodway, the floodway shall not include those lands that can reasonably be expected to be protected from floodwaters by flood control devices maintained by or maintained under license from the federal government, the state, or a political subdivision of the state.

Forest practices – Any activity conducted on or directly pertaining to forestland, and the growing, processing or harvesting of timber. These activities are generally reviewed by the

WDNR pursuant to RCW 76.09. For the purposes of this SMP, this definition does not include activities such as tree marking and surveying.

Geologically hazardous areas – Those areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, may not be suited to commercial, residential, or industrial development, consistent with public health or safety concerns. Some geological hazards can be reduced or mitigated by engineering, design, or modified practices so that the risks to health and safety are acceptable. Geologically hazardous areas are designated in the city of West Richland as erosion hazards, landslide hazards, or seismic hazards, and are further defined in WAC 365-190-080(4) and this title.

Grading – The movement or redistribution of the soil, sand, rock, gravel, sediment or other material on a site in a manner that alters the natural contour of the land..

Habitat – The environment(s) where a plant or animal naturally or normally lives.

Habitat management plan – A report prepared by a qualified wildlife biologist, as specified in SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section R.3.c.

Habitats of local importance – Include a seasonal range or habitat element with which a given species has a primary association, and which, if altered, may reduce the likelihood that the species will maintain and reproduce over the long term. These might include areas of high relative density or species richness, breeding habitat, winter range, and movement corridors. These might also include habitats that are of limited availability or high vulnerability to alteration, such as cliffs, talus, and wetlands. Habitats of local importance to West Richland are identified in SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section R.1.b.

Hazardous substance – Any material that exhibits any of the characteristics or criteria of hazardous waste, inclusive of waste oil and petroleum products, and which further meets the definitions of “hazardous waste” pursuant to Chapter 173-303 WAC.

Historic resources – Those historic or cultural properties or items that fall under the jurisdiction of the DAHP.

Hydric soils – Generally, soils which are, or have had a history of being, wet long enough to periodically produce anaerobic conditions, thereby influencing the growth of plants (WAC 173-22-035).

Impervious surface – The area of a lot that is covered by impervious surfaces, measured by percentage. Any non-vertical surface artificially covered or hardened so as to prevent or impede the percolation of water into the soil mantle including, but not limited to, roof tops, swimming

pools, paved or graveled roads and walkways or parking areas, but excluding landscaping and surface water retention/detention facilities.

In-stream structure – A structure placed by humans within a stream or river waterward of the ordinary high water mark that either causes or has the potential to cause water impoundment or the diversion, obstruction, or modification of water flow.

Landslide – An abrupt downslope movement of soil, rock, or ground surface material.

Landslide hazard area – Those areas that are susceptible to risk of mass movement due to a combination of geologic, topographic, and hydrologic factors. Examples may include, but are not limited to, those listed in WAC 365-190-080(4)(d). The city defines landslide hazard areas to include all slopes that have a slope stability factor of less than one and one-half for static conditions, or less than a one and two-tenths for dynamic conditions, as calculated by a qualified geotechnical engineer.

Landward – Toward dry land away from the ordinary high water mark.

May – “May” means the action is acceptable, provided it conforms to the provisions of the SMP.

Mining – The removal of naturally occurring materials from the earth for economic uses pursuant to RCW 78.44 and WAC 332-18.

Mitigation or mitigation sequencing – The process of avoiding, reducing, or compensating for the environmental impact(s) of a proposal. See WAC 197-11-768 and WAC 173-26-020(30). Mitigation or mitigation sequencing means the following sequence of steps listed in order of priority, with (a) of this subsection being top priority:

- a. Avoiding the impact all together by not taking a certain action or parts of an action;
- b. Minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology or by taking affirmative steps to avoid or reduce impacts;
- c. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- d. Reducing or eliminating the impact over time by preservation and maintenance operations;
- e. Compensating for the impact by replacing, enhancing, or providing substitute resources or environments; and
- f. Monitoring the impact and the compensation projects and taking appropriate corrective measures.

Mixed-use projects – Developments that combine water-dependent/water-related uses with water-enjoyment uses and/or non-water-oriented uses.

Must – A mandate; the action is required.

Native vegetation – Vegetation comprised of plant species that are indigenous to an area.

No Net Loss – Ecology’s SMP Guidelines adopted in 2003 set forth the obligation to assure that no net loss of ecological functions will be achieved within the SMP’s planning horizon by implementing updated SMP policies and regulations. The no-net-loss standard is designed to halt the introduction of new impacts to shoreline ecological functions resulting from planned for and permitted new development. This means that the existing condition of shoreline ecological functions should remain the same, and should be improved because of restoration, as updated SMPs are implemented over time. The resulting impacts of planned for and appropriate shoreline development should be identified and mitigated to maintain shoreline ecological function as it exists at the time of adoption of the updated SMP. No net loss is accomplished at a minimum of two different levels: through the SMP update (“planning”) process and over time during subsequent project (“permitting”) review.

Non-conforming use or development – A shoreline use, building, or structure which was lawfully constructed or established prior to the effective date of the applicable SMA/SMP provision, and which no longer conforms to the applicable permitting provisions in the shoreline jurisdiction (WAC 173-27-080).

Non-water-oriented uses – Those uses that have little or no relationship to the City’s shoreline jurisdiction and are not considered priority uses under the SMA. Non-water-oriented use examples include professional offices, repair shops, mini-storage facilities, multifamily residential development, department stores, and gas stations.

Normal maintenance – Those usual acts to prevent a decline, lapse, or cessation from a lawfully established condition (WAC 173-27-040(2)(b)). See also Normal Repair.

Normal repair – To restore a development to a state comparable to its original condition within a reasonable period after decay or partial destruction except where repair involves total replacement which is not common practice or causes substantial adverse effects to the shoreline resource or environment (WAC 173-27-040(2)(b)). See also Normal Maintenance.

Open space – Land area allowing view, use or passage that is almost entirely unobstructed by buildings, paved areas, or other fabricated structures.

Ordinary high water mark – That mark that will be found by examining the bed and banks and ascertaining where the presence and action of waters are so common and usual, and so long continued in all ordinary years, as to mark upon the soil a character distinct from that of the

abutting upland, in respect to vegetation as that condition exists on June 1, 1971, as it may naturally change thereafter, or as it may change thereafter in accordance with permits issued by the City or Ecology: provided, that in any area where the ordinary high water mark cannot be found, the ordinary high water mark adjoining fresh water shall be the line of mean high water. See RCW 90.58.030(2)(b) and WAC 173-22-030(11).

Overwater structure – Any device or structure projecting over the ordinary high water mark, including, but not limited to bridges for motorized or non-motorized uses, piers, docks, floats, and moorage.

Permit (or shoreline permit) – Any shoreline substantial development permit, variance, or conditional use permit, or revision, or any combination thereof, authorized by the SMA. Refer to WAC 173-27-030(13).

Person - An individual, firm, co-partnership, association, or corporation.

Priority habitat – A habitat type with unique or significant value to one (1) or more species. An area classified and mapped as priority habitat must have one (1) or more of the following attributes:

- a. Comparatively high fish or wildlife density;
- b. Comparatively high fish or wildlife species diversity;
- c. Fish spawning habitat;
- d. Important wildlife habitat;
- e. Important fish or wildlife seasonal range;
- f. Important fish or wildlife movement corridor;
- g. Rearing and foraging habitat;
- h. Important marine mammal haul-out;
- i. Refugia habitat;
- j. Limited availability;
- k. High vulnerability to habitat alteration;
- l. Unique or dependent species; or

m. Shellfish bed.

A priority habitat may be described by a unique vegetation type or by a dominant plant species that is of primary importance to fish and wildlife (such as oak woodlands or eelgrass meadows). A priority habitat may also be described by a successional stage (such as, old growth and mature forests). Alternatively, a priority habitat may consist of a specific habitat element (such as a consolidated marine/estuarine shoreline, talus slopes, caves, snags) of key value to fish and wildlife. A priority habitat may contain priority and/or non-priority fish and wildlife.

Priority species – Species requiring protective measures and/or management guidelines to ensure their persistence at genetically viable population levels. Priority species are those that meet any of the four (4) criteria listed below.

- a. Criterion 1. State-listed or state proposed species. State-listed species are those native fish and wildlife species legally designated as endangered (WAC 232-12-014), threatened (WAC 232-12-011), or sensitive (WAC 232-12-011). State proposed species are those fish and wildlife species that will be reviewed by the WDFW (POL-M-6001) for possible listing as endangered, threatened, or sensitive according to the process and criteria defined in WAC 232-12-297.
- b. Criterion 2. Vulnerable aggregations. Vulnerable aggregations include those species or groups of animals susceptible to significant population declines, within a specific area or statewide, by virtue of their inclination to congregate. Examples include heron colonies, seabird concentrations, and marine mammal congregations.
- c. Criterion 3. Species of recreational, commercial, and/or tribal importance. Native and non-native fish, shellfish, and wildlife species of recreational or commercial importance and recognized species used for tribal ceremonial and subsistence purposes that are vulnerable to habitat loss or degradation.
- d. Criterion 4. Species listed under the federal Endangered Species Act as either proposed, threatened, or endangered.

Pristine shrub-steppe habitat – An environment with a healthy vegetative layer of perennial bunchgrasses and a conspicuous but discontinuous layer of shrubs, such as sagebrush and bitterbrush, and which lacks a significant percentage of invasive plant species, such as cheat grass, mustards, crested wheat grass, and Russian thistle (tumbleweed). For purposes of this definition, “significant” means more than a 15 percent cover of invasive plant species.

Provisions – Policies, regulations, standards, guideline criteria, or shoreline designations.

Public access – Public access is the ability of the public to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water and the City's shoreline jurisdiction from adjacent locations. Refer to WAC 173-26-221(4).

Public interest – The interest shared by the citizens of the state or community at large in the affairs of government, or some interest by which their rights or liabilities are affected such as an effect on public property or on health, safety, or general welfare resulting from a use or development (WAC 173-27-030(14)).

Public use – Public use means to be made available daily to the public on a first-come, first-served basis, and may not be leased to private parties on any more than a day use basis. Refer to WAC 332-30-106.

Qualified stream biologist – A person with a Bachelor of Science, or equivalent degree, in wildlife sciences, biology, fisheries, environmental sciences, soil science, limnology, or an equivalent academic background who also has at least two years of experience in stream or river restoration. A designated representative of a consulted public agency specializing in stream biology shall also constitute a qualified stream biologist.

Qualified wetland specialist – A professional wetland scientist with at least the equivalent of two years of full-time work experience as a wetlands professional, including wetland delineations using the state or federal manuals, preparing wetland reports, conducting function assessments, and developing and implementing mitigation plans.

Qualified wildlife biologist – A person having, at a minimum, a bachelor's degree in wildlife biology, wildlife science, wildlife ecology, wildlife management or zoology, or a bachelor's degree in natural resource or environmental science plus 12 semester or 18 quarter hours on wildlife coursework and two years of professional experience. A designated representative of a consulted public agency specializing in wildlife biology shall also constitute a qualified wildlife biologist.

RCW – Revised Code of Washington.

RCW Chapter 90.58 – The SMA of 1971.

Recreational development – Development including commercial and public facilities designed and used to provide recreational opportunities to the public.

Residential development – Development, which is primarily devoted to or designed for use as a dwelling(s). Residential development includes single-family development, multi-family development and the creation of new residential lots through land division.

Restoration – “Restore,” “restoration,” or “ecological restoration,” means the reestablishment or upgrading of impaired ecological processes or functions in the shoreline jurisdiction. This may be accomplished through measures including, but not limited to, revegetation, removal of intrusive structures and removal or treatment of toxic materials in the shoreline jurisdiction. Restoration does not imply a requirement for returning the City’s shoreline jurisdiction to aboriginal or pre-European settlement conditions.

Riparian – Of, on, or pertaining to the banks of a river, stream, or lake.

Seismic hazard areas – Those areas that are susceptible to severe damage as the result of earthquake-induced ground shaking, slope failure, settlement, soil liquefaction, or surface faulting.

Setback – A required open space buffer, specified in the SMP, measured horizontally upland from and perpendicular to the ordinary high water mark, contiguous or adjacent to a river or stream for the continued maintenance, function, and structural stability of the river or stream. Functions of a setback include shading, input of organic debris and coarse sediments, uptake of nutrients, stabilization of banks, protection from intrusion, or maintenance of wildlife habitat.

Shall – “Shall,” means a mandate; the action must be done.

Shorelands or shoreland areas – Those lands extending landward for two hundred (200) feet in all directions as measured on a horizontal plane from the ordinary high water mark; floodways and contiguous flood plain areas landward two hundred (200) feet from such floodways; and all wetlands and river deltas associated with rivers, streams, lakes, and tidal waters, which are subject to the provisions of the SMA. Shorelands in the City are limited to those areas within two hundred (200) feet of the ordinary high water mark of the Yakima River, any associated wetlands, floodways, and floodplains that are within two hundred (200) feet of the ordinary high water mark or floodway.

Shoreline administrator – As appointed by the Mayor, the City’s Shoreline Administrator is charged with the responsibility of administering the SMP.

Shoreline conditional use – A use or development that is specifically listed by the SMP as a conditional use within a particular shoreline environment designation.

Shoreline environment designations – Categories of shorelines established by the SMP in order to provide a uniform basis for applying policies and use regulations within distinctively different areas in the shoreline jurisdiction. See WAC 173-26-211.

Shoreline functions – The work performed or role played by the physical, chemical, and biological processes that contribute to the maintenance of the aquatic and terrestrial environments that constitute the City’s natural ecosystem in the shoreline jurisdiction.

Shoreline jurisdiction – The term describing all of the geographic areas covered by the SMA, related rules, the applicable SMP, and such areas within a specified City's authority under the SMA. See definitions of Shorelines, Shorelines of the State, Shorelines of Statewide Significance, Shorelands, and Wetlands.

Shoreline Management Act (SMA) – RCW Chapter 90.58 and WAC Chapter 173-27, as amended. The Legislature passed the SMA in 1971 and adopted by the public in a 1972 referendum. The goal of the SMA is to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines.

Shoreline Master Program (SMP) – The comprehensive use plan and related use regulations, which are used by the City to administer and enforce the permit system for shoreline management. SMPs must be developed in accordance with the policies of the SMA, be approved and adopted by the state, and be consistent with the rules (WACs) adopted by Ecology.

Shoreline modification – Those actions that modify the physical configuration or qualities of the City's shoreline jurisdiction, usually through the construction of a physical element such as a dike, breakwater, pier, weir, dredged basin, fill, bulkhead, or other shoreline structure. They can include other actions, such as clearing, grading, or application of chemicals.

Shoreline permit – A shoreline substantial development permit, variance, conditional use permit, revision, or any combination thereof (WAC 173-27-030(13)).

Shoreline stabilization – Structural and nonstructural methods to address erosion impacts to property and dwellings, businesses, buildings, or structures caused by natural processes, such as current, flood, tides, wind, or wave action. These actions include structural measures such as bulkheads and non-structural methods such as soil bioengineering. New stabilization measures include enlargement of existing structures.

Shoreline substantial development permit – The permit required for all substantial developments as defined in RCW 90.58.030(3)(e).

Shoreline variance – A procedure to grant relief from the specific bulk, dimensional or performance standards set forth in the SMP, and not a means to allow a use not otherwise permitted within a shoreline environment designation.

Shorelines – All of the water areas of the state, including reservoirs and their associated uplands, together with the lands underlying them, except those areas excluded under RCW 90.58.030(2)(d).

Shorelines hearings board – A state-level quasi-judicial body, created by the SMA, which hears appeals by any aggrieved party on the issuance of a shoreline permit, enforcement penalty and appeals by the City. See RCW 90.58.170 and RCW 90.58.180.

Shorelines of the state – The sum of all "shorelines" and "Shorelines of Statewide Significance" within the state.

Shorelines of Statewide Significance – Shorelines of the state that meet the criteria for Shorelines of Statewide Significance contained in RCW 90.58.030(2)(e).

Should – “Should” means that the particular action is required unless there is a demonstrated, compelling reason, based on policy of the SMA and the SMP, against taking the action.

Sign – Any device, structure, fixture, or placard that uses words, letters, numbers, symbols, graphic designs, logos, or trademarks for the purpose of: a) providing information or directions; or b) identifying or advertising any place, establishment, product, good or service.

Significant impact – A meaningful change or recognizable effect to the ecological function and value of a critical area, which is noticeable or measurable, resulting in a loss of function and value.

Site – Any parcel or combination of contiguous parcels, or right-of-way or combination of contiguous rights-of-way under the applicant’s ownership or control where the proposed project impacts a critical area(s).

Slope – An inclined earth surface, the inclination of which is expressed as the ratio (percentage) of vertical distance (rise) to horizontal distance (run) by the following formula:

$$V \text{ (vertical distance)}/H \text{ (horizontal distance)} \times 100 = \text{percent slope}$$

Solid Waste – Solid waste means all garbage, rubbish trash, refuse, debris, scrap, waste materials, and discarded materials of all types whatsoever, whether the sources be residential or commercial, exclusive of hazardous wastes, and including any and all source-separated recyclable materials and yard waste.

Species of local importance – A species of animal that is of local concern due to their population status or their sensitivity to habitat manipulation.

Stockpiling – The placement of material with the intent to remove at a later time.

Stream – A naturally occurring body of periodic or continuously flowing water where: a) the mean annual flow is greater than twenty (20) cubic feet per second and b) the water is contained within a channel (WAC 173-22-030(8)).

Stream analysis report –A report prepared by a qualified stream biologist in accordance with the methods provided by the WDFW or other acceptable scientific method that identifies, characterizes, and analyzes potential impacts to a stream or river consistent with the applicable provisions of these regulations.

Structure – A permanent or temporary edifice or building, or any piece of work artificially built or composed of parts joined together in some definite manner, whether installed on, above or below the surface of the ground or water, except for vessels (WAC 173-27-030(15)).

Substantial development – Any development of which the total cost or fair market value exceeds six thousand, four hundred and sixteen dollars (\$6,416.00), or any development, which materially interferes with the normal public use of the water or shorelines of the state. The dollar threshold established in this definition must be adjusted for inflation by the office of financial management every five (5) years, beginning September 15, 2012, based upon changes in the consumer price index during that time period. "Consumer price index" means, for any calendar year, that year's annual average consumer price index, Seattle, Washington area, for urban wage earners and clerical workers, all items, compiled by the Bureau of Labor and Statistics, United States Department of Labor. The Office of Financial Management must calculate the new dollar threshold and transmit it to the office of the code reviser for publication in the *Washington State Register* at least one (1) month before the new dollar threshold is to take effect (RCW 90.58.030(3)(e)). For purposes of determining whether or not a permit is required, the total cost or fair market value shall be based on the value of development that is occurring on shorelines of the state as defined in RCW 90.58.030(2)(c). The total cost or fair market value of the development shall include the fair market value of any donated, contributed, or found labor, equipment, or materials (WAC 173-27-040(2)(a)).

Substrate – The soil, sediment, decomposing organic matter or combination of those located on the bottom surface of the wetland.

Transportation facilities – Those structures and developments that aid in land and water surface movement of people, goods, and services. Bikeways and trails are considered recreational development.

Upland – Generally described as the dry land area above and landward of the ordinary high water mark.

Utilities – Services and facilities that produce, transmit, store, process, or dispose of electric power, gas, water, stormwater, sewage, and communications.

Utilities, accessory – Utilities comprised of small-scale distribution and collection facilities connected directly to development within the City's shoreline jurisdiction. Examples include local power, telephone, cable, gas, water, sewer, and stormwater service lines.

Utilities, primary – Utilities comprised of trunk lines or mains that serve neighborhoods, areas, and cities. Examples include solid waste handling and disposal sites, water transmission lines, sewage treatment facilities and mains, power generating or transmission facilities, gas storage and transmission facilities and stormwater mains and regional facilities.

Utility line – A pipe, conduit, cable or other similar facility by which services are conveyed to the public or individual recipients. Such services shall include, but are not limited to, water supply, sanitary sewer, irrigation, power, gas, and communications.

WAC – Washington Administrative Code.

Water-dependent use – A use or a portion of a use, which cannot exist in any other location and is dependent on the water due to the intrinsic nature of its operations. Examples of water-dependent uses may include moorage structures (including those associated with residential properties), ship cargo terminal loading areas, ferry and passenger terminals, barge loading facilities, ship building and dry docking, marinas, aquaculture, float plane facilities and sewer outfalls.

Water-enjoyment use – A recreational development or other use that facilitates public access to the City’s shoreline jurisdiction as a primary characteristic of the use; or a use that provides for recreational development or aesthetic enjoyment of the City’s shoreline jurisdiction for a substantial number of people as a general characteristic of the use and which through location, design, and operation ensures the public's ability to enjoy the physical and aesthetic qualities of the City’s shoreline jurisdiction. In order to qualify as a water-enjoyment use, the use must be open to the general public and the shoreline-oriented space within the project must be devoted to the specific aspects of the use that fosters shoreline enjoyment.

Water-oriented use – Refers to any combination of water-dependent, water-related, and/or water-enjoyment uses and serves as an all-encompassing definition for priority uses under the SMA.

Water-related use – A use or a portion of a use, which is not intrinsically dependent on a waterfront location but whose economic viability is dependent upon a waterfront location.

Waterward – On the waterside of the OHWM for a body of water.

Wetland analysis report – A report prepared by a qualified wetland specialist that identifies, characterizes, and analyzes potential impacts to a wetland consistent with the applicable provisions of these regulations.

Wetland buffer zone – A designated area contiguous or adjacent to a wetland that is required for the continued maintenance, function, and structural stability of the wetland. Functions of a buffer include shading, input of organic debris and coarse sediments, uptake of nutrients, stabilization of banks, protection from intrusion, or maintenance of wildlife habitat.

Wetland category – One of four categories assigned to wetlands when using Ecology’s Washington State Wetland Rating System for Eastern Washington (revised) Publication No. 04-06-15. The categories place wetlands together, which have similar sensitivity to disturbance,

rarity, and functions. The three functions rated include water quality improvement, hydrologic support, and habitat.

Wetland delineation – The flagging or staking in the field of the edges of the wetland by a qualified wetland specialist, in accordance with the approved Federal Wetland Delineation Manual and applicable regional supplements.

Wetland restoration – The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural or historic functions to a former or degraded wetland. For tracking net gains in wetland acres, restoration is divided into the following:

1. Reestablishment. The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural or historic functions to a former wetland. Reestablishment results in rebuilding a former wetland and results in a gain in wetland acres.
2. Rehabilitation. The manipulation of the physical, chemical, or biological characteristics of a site with the goal of repairing natural or historic functions of a degraded wetland. Rehabilitation results in a gain in wetland function but does not result in a gain in wetland acres.

Wetlands – “Wetlands” or “wetland areas” means areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate the conversion of wetlands.

Wildlife habitat – Areas that provide food, protective cover, nesting, breeding, or movement for fish or wildlife, and with which an individual species has a primary association.

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Appendix 1: Maps

**City of West Richland
SMP Inventory
Reach 1**

Figure 1.1 - Hydrology

-  City Limits
-  Proposed Shoreline Jurisdiction
-  Water Bodies
-  Streams
-  Levee - State Inventory*
-  303(d) Impaired Waters
- Wellhead Protection Areas****
-  1 Year WHPA Travel Time
-  10 Year WHPA Travel Time

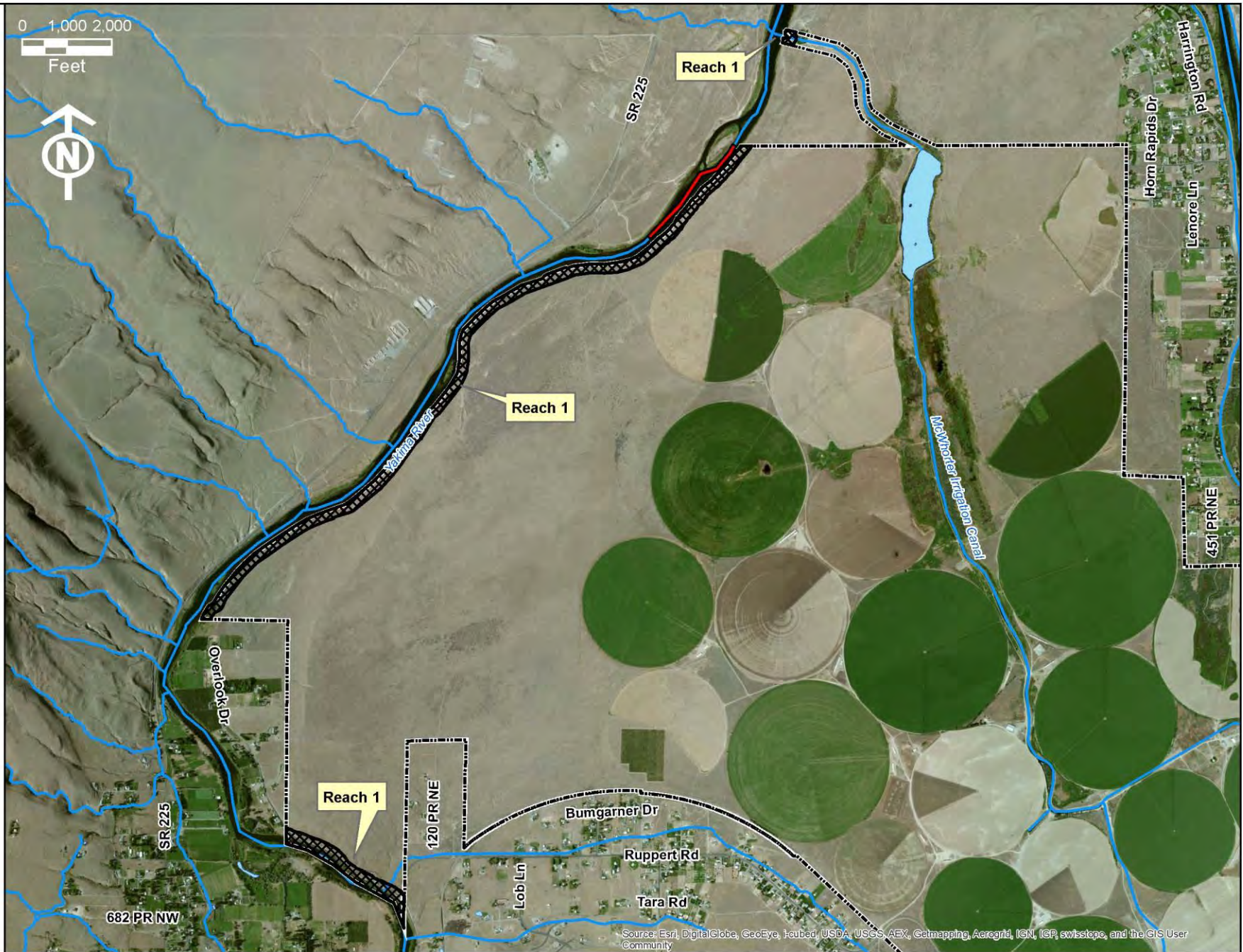
* No levees have been documented by the State Levee Inventory in Reaches 1 or 2.

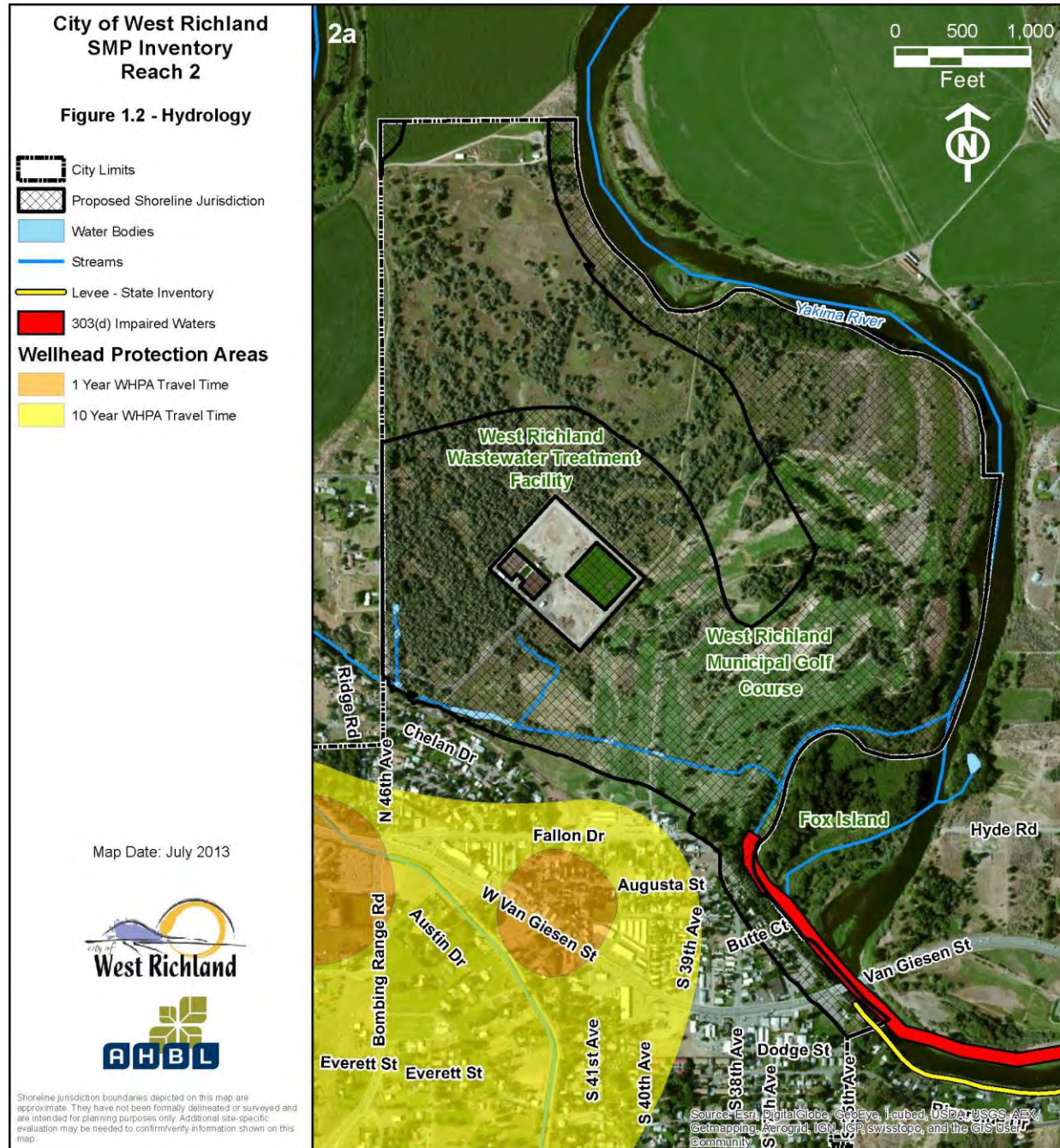
** No recorded Wellhead Protection Areas occur in the vicinity of Reaches 1 or 2.

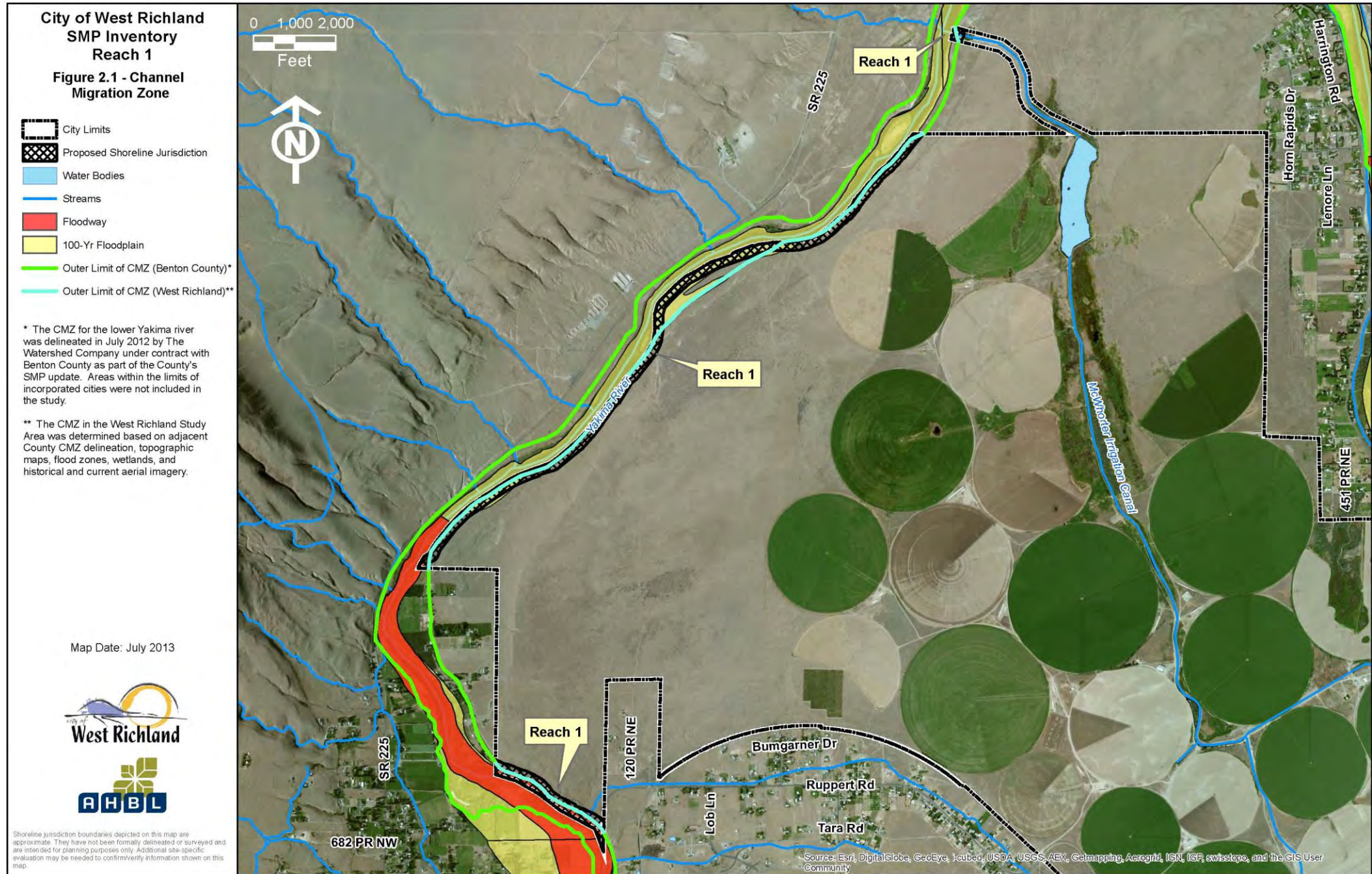
Map Date: July 2013

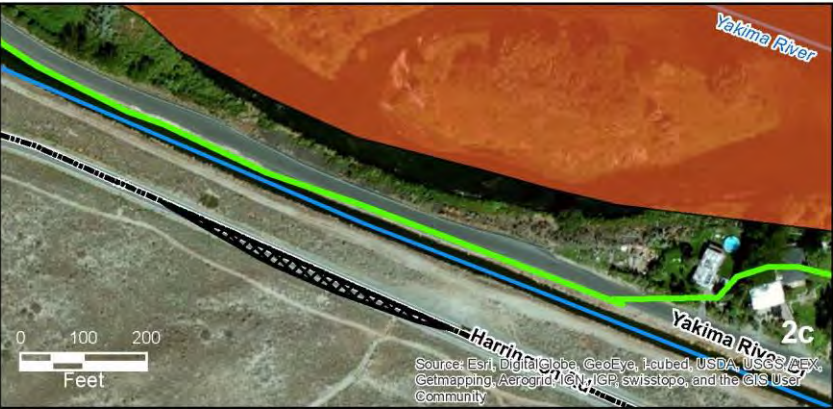
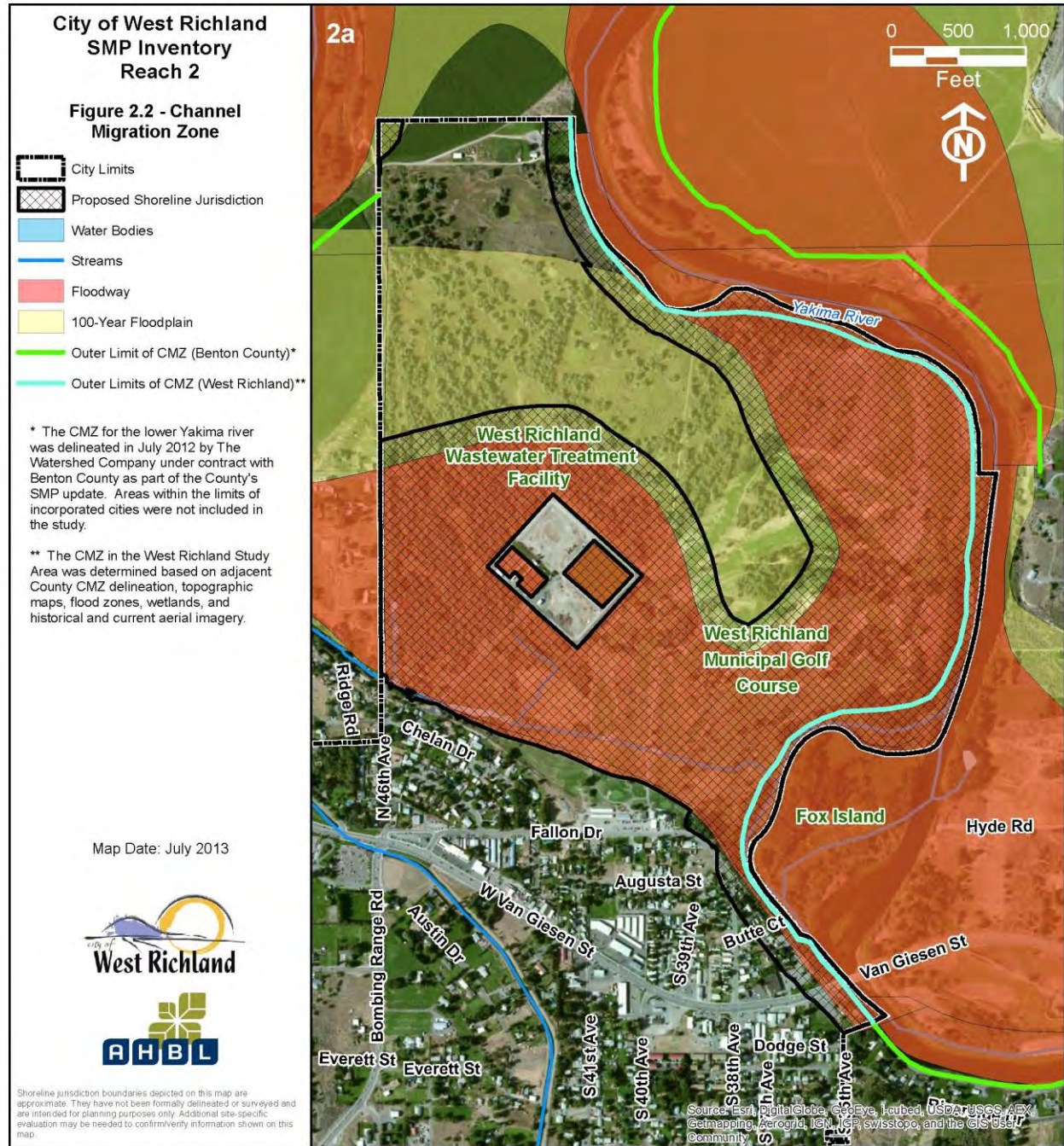


Shoreline jurisdiction boundaries depicted on this map are approximate. They have not been formally delineated or surveyed and are intended for planning purposes only. Additional site-specific evaluation may be needed to confirm/verify information shown on this map.













**City of West Richland
SMP Inventory
Reach 1**

Figure 3.1 - Geologic Hazards

-  City Limits
-  Proposed Shoreline Jurisdiction
-  Geologic Hazard Areas*
-  Erosion Hazard Areas**

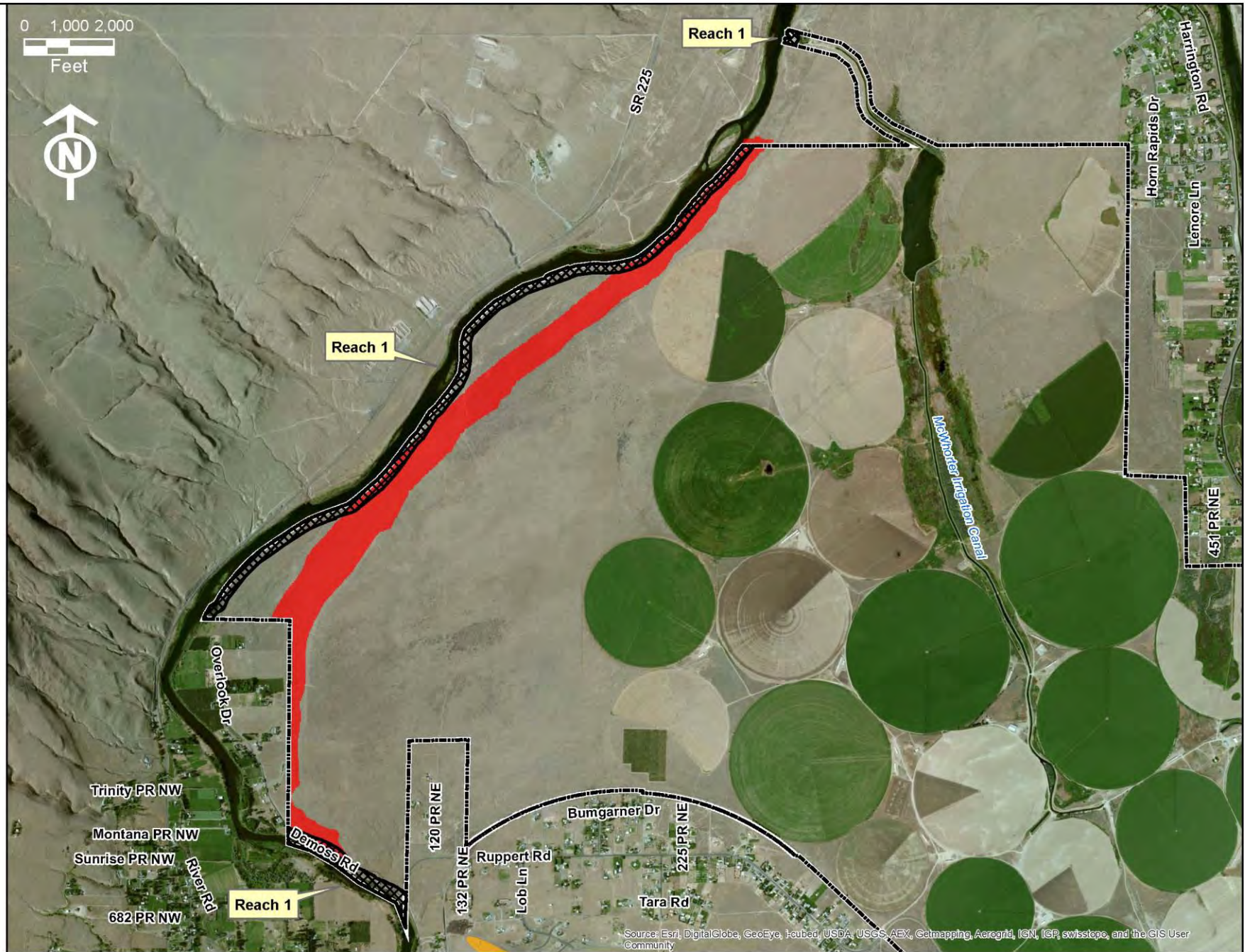
* Geologic Hazard Areas include areas susceptible to landslides, liquefaction, erosion, or other geologic events and are classified as having slopes in excess of 15%. Mapped extent of Geologic Hazard areas is derived from adopted City Critical Areas maps.

** Erosion Hazard Areas represent the presence of erosion-prone soils, as documented in adopted City Critical Areas maps.

Map Date: July 2013







Shoreline jurisdiction boundaries depicted on this map are approximate. They have not been formally delineated or surveyed and are intended for planning purposes only. Additional site-specific evaluation may be needed to confirm/verify information shown on this map.



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

**City of West Richland
SMP Inventory
Reach 2**

Figure 3.2 - Geologic Hazards

-  City Limits
-  Proposed Shoreline Jurisdiction
-  Geologic Hazard Areas*
-  Erosion Hazard Areas**

* Geologic Hazard Areas include areas susceptible to landslides, liquefaction, erosion, or other geologic events and are classified as having slopes in excess of 15%. Mapped extent of Geologic Hazard areas is derived from adopted City Critical Areas maps.

** Erosion Hazard Areas represent the presence of erosion-prone soils, as documented in adopted City Critical Areas maps.



Map Date: July 2013



Shoreline jurisdiction boundaries depicted on this map are approximate. They have not been formally delineated or surveyed and are intended for planning purposes only. Additional site-specific evaluation may be needed to confirm/verify information shown on this map.



**City of West Richland SMP Inventory
Reach 1
Figure 4.1 - Soils**

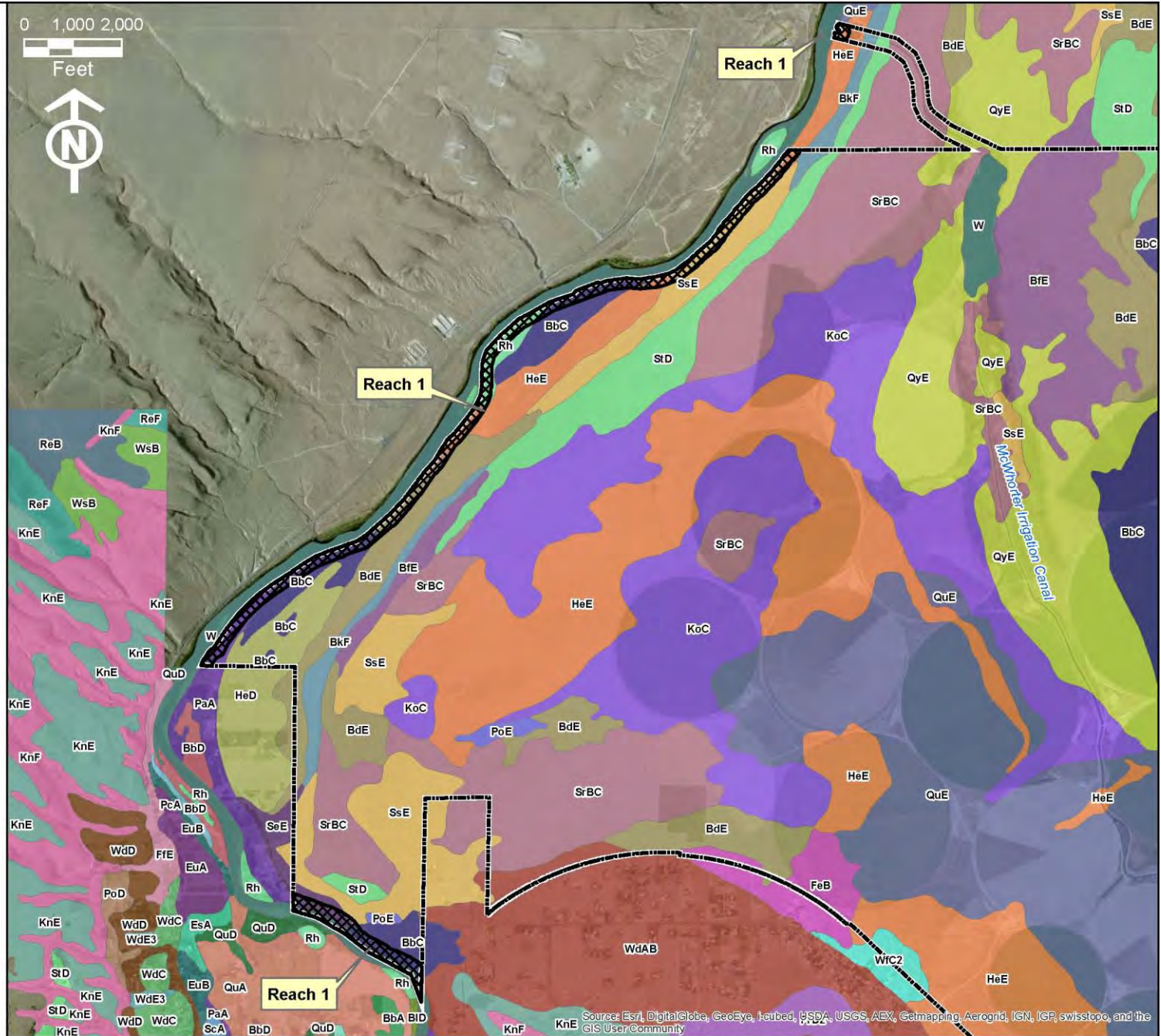
-  City Limits
-  Proposed Shoreline Jurisdiction

- Soil Unit**
- BbA - Burbank loamy fine sand, 0 to 2 percent slopes
 - BbC - Burbank loamy fine sand, 0 to 15 percent slopes
 - BbD - Burbank loamy fine sand, 2 to 15 percent slopes
 - BdE - Burbank loamy fine sand, basalt substratum, 0 to 30 percent slopes
 - BfE - Burbank rocky loamy fine sand, basalt substratum, 0 to 30 percent slopes
 - BkF - Burbank rocky loamy fine sand, 30 to 65 percent slopes
 - BlA - Burbank loamy fine sand, gravelly substratum, 0 to 2 percent slopes
 - BID - Burbank loamy fine sand, gravelly substratum, 2 to 15 percent slopes
 - EsA - Esquatzel fine sandy loam, 0 to 2 percent slopes
 - EuA - Esquatzel silt loam, 0 to 2 percent slopes
 - EuB - Esquatzel silt loam, 2 to 5 percent slopes
 - FeB - Finley fine sandy loam, 2 to 5 percent slopes
 - FfE - Finley stony fine sandy loam, 0 to 30 percent slopes
 - HeD - Hezel loamy fine sand, 2 to 15 percent slopes
 - HeE - Hezel loamy fine sand, 0 to 30 percent slopes
 - KnE - Kiona very stony silt loam, 0 to 30 percent slopes
 - KnF - Kiona very stony silt loam, 30 to 65 percent slopes
 - KoC - Koehler loamy fine sand, 0 to 8 percent slopes
 - PaA - Pasco fine sandy loam, 0 to 2 percent slopes
 - PcA - Pasco silt loam, 0 to 2 percent slopes
 - PoD - Prosser silt loam, 5 to 15 percent slopes
 - PoE - Prosser silt loam, 0 to 30 percent slopes
 - PrD2 - Prosser very fine sandy loam, 0 to 15 percent slopes, eroded
 - QuA - Quincy loamy sand, 0 to 2 percent slopes
 - QuD - Quincy loamy sand, 2 to 15 percent slopes
 - QuE - Quincy loamy sand, 0 to 30 percent
 - QyE - Quincy loamy sand, moderately shallow, 0 to 30 percent slopes
 - ReB - Ritzville silt loam, 0 to 5 percent slopes
 - ReF - Ritzville silt loam, 30 to 65 percent slopes
 - Rh - Riverwash
 - ScA - Scootene silt loam, 0 to 2 percent slopes
 - SeE - Scootene stony silt loam, 0 to 30 percent slopes
 - SrBC - Starbuck silt loam, 0 to 8 percent slopes
 - SsE - Starbuck rocky silt loam, 5 to 45 percent slopes
 - StD - Starbuck stony silt loam, 0 to 15 percent slopes
 - W - Water
 - WdAB - Warden silt loam, 0 to 5 percent slopes
 - WdC - Warden silt loam, 5 to 8 percent slopes
 - WdD - Warden silt loam, 8 to 15 percent slopes
 - WdE3 - Warden silt loam, 15 to 30 percent slopes, severely eroded
 - WfC2 - Warden very fine sandy loam, 0 to 15 percent slopes
 - WsB - Willis silt loam, 0 to 5 percent slopes

Map Date: July 2013



Shoreline jurisdiction boundaries depicted on this map are approximate. They have not been formally delineated or surveyed and are intended for planning purposes only. Additional site-specific evaluation may be needed to confirm/verify information shown on this map.



**City of West Richland
SMP Inventory
Reach 2**

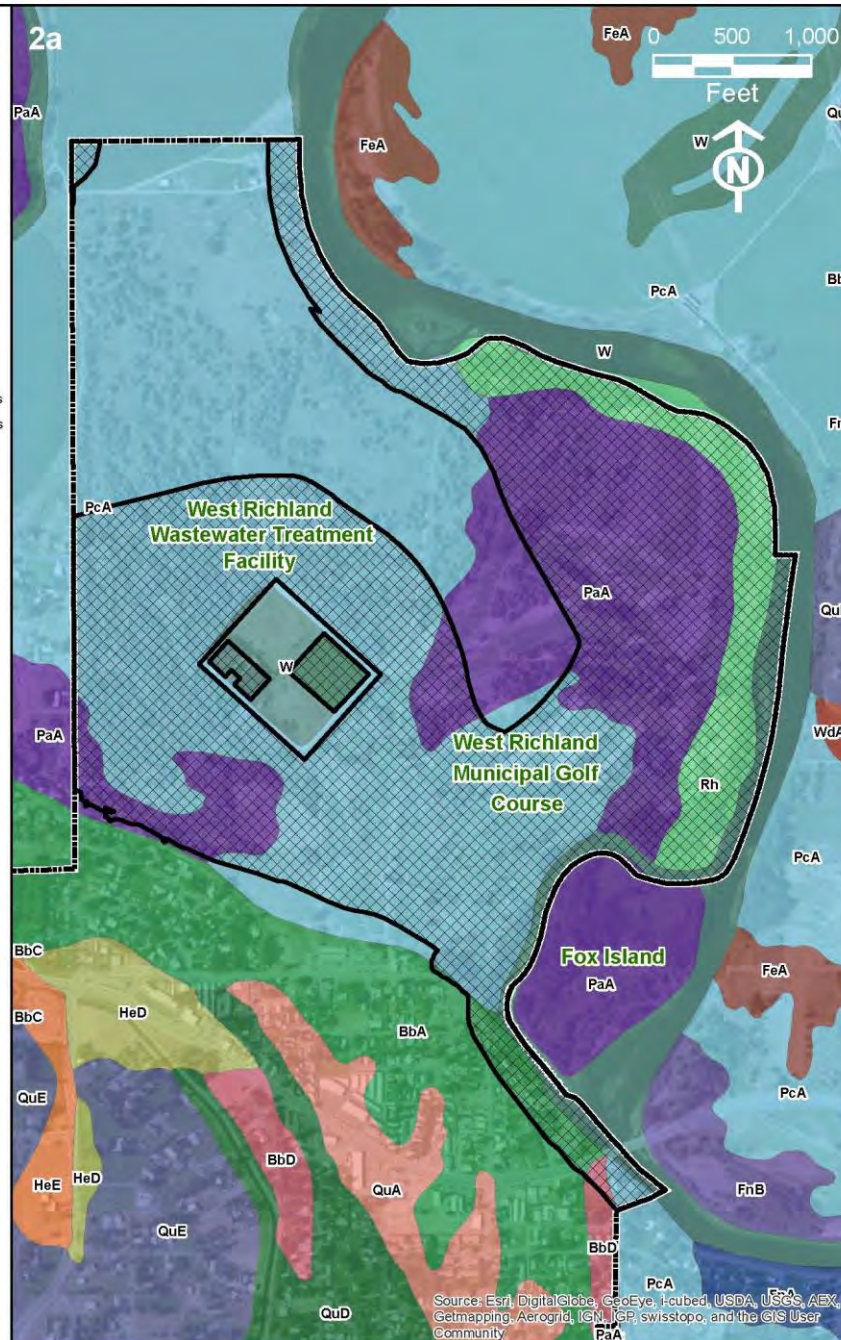
Figure 4.2 - Soils

-  City Limits
-  Proposed Shoreline Jurisdiction
- Soil Unit**
-  BbA - Burbank loamy fine sand, 0 to 2 percent slopes
-  BbC - Burbank loamy fine sand, 0 to 15 percent slopes
-  BbD - Burbank loamy fine sand, 2 to 15 percent slopes
-  FeA - Finley fine sandy loam, 0 to 2 percent slopes
-  FnA - Finley fine sandy loam, moderately deep, 0 to 2 percent slopes
-  FnB - Finley fine sandy loam, moderately deep, 2 to 5 percent slopes
-  HeD - Hezel loamy fine sand, 2 to 15 percent slopes
-  HeE - Hezel loamy fine sand, 0 to 30 percent slopes
-  PaA - Pasco fine sandy loam, 0 to 2 percent slopes
-  PcA - Pasco silt loam, 0 to 2 percent slopes
-  QuA - Quincy loamy sand, 0 to 2 percent slopes
-  QuD - Quincy loamy sand, 2 to 15 percent slopes
-  QuE - Quincy loamy sand, 0 to 30 percent
-  Rh - Riverwash
-  W - Water
-  WdAB - Warden silt loam, 0 to 5 percent slopes

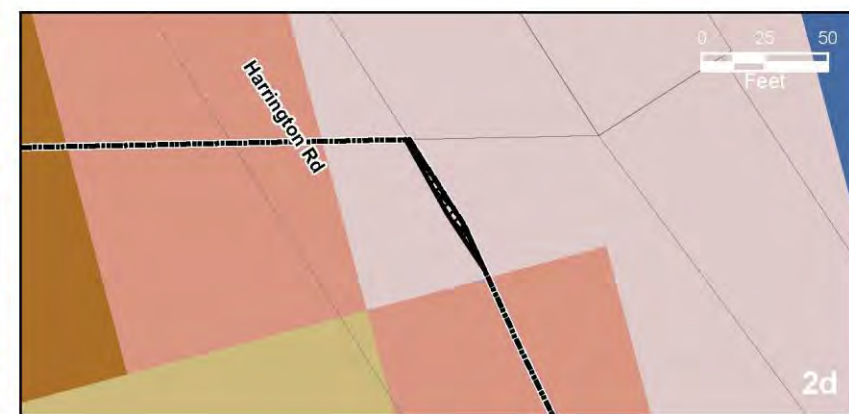
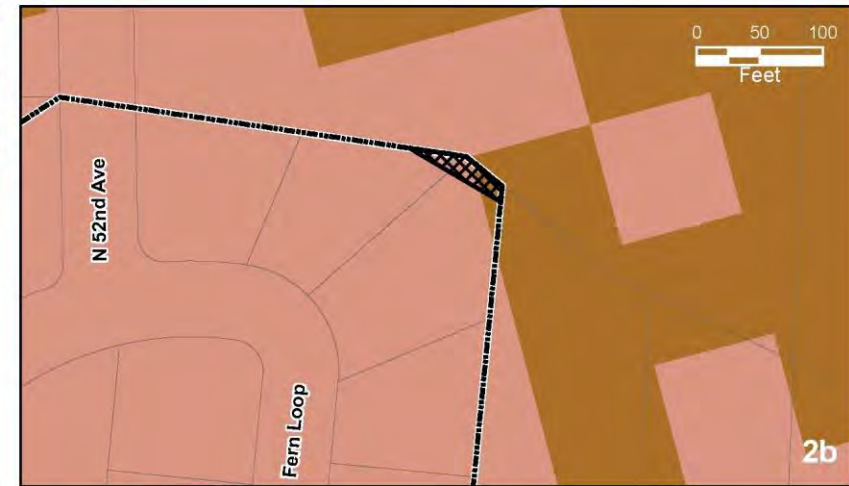
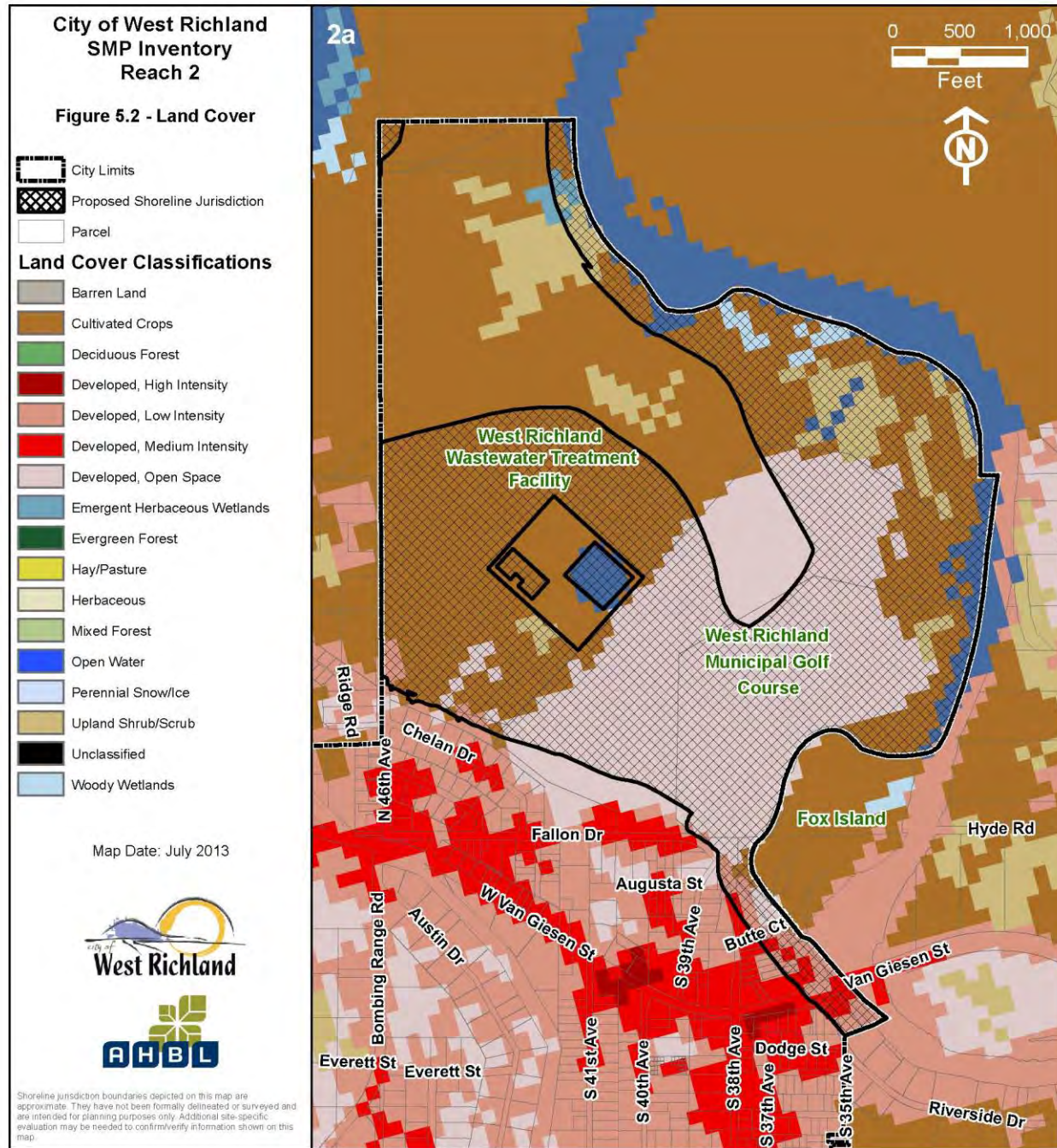
Map Date: July 2013

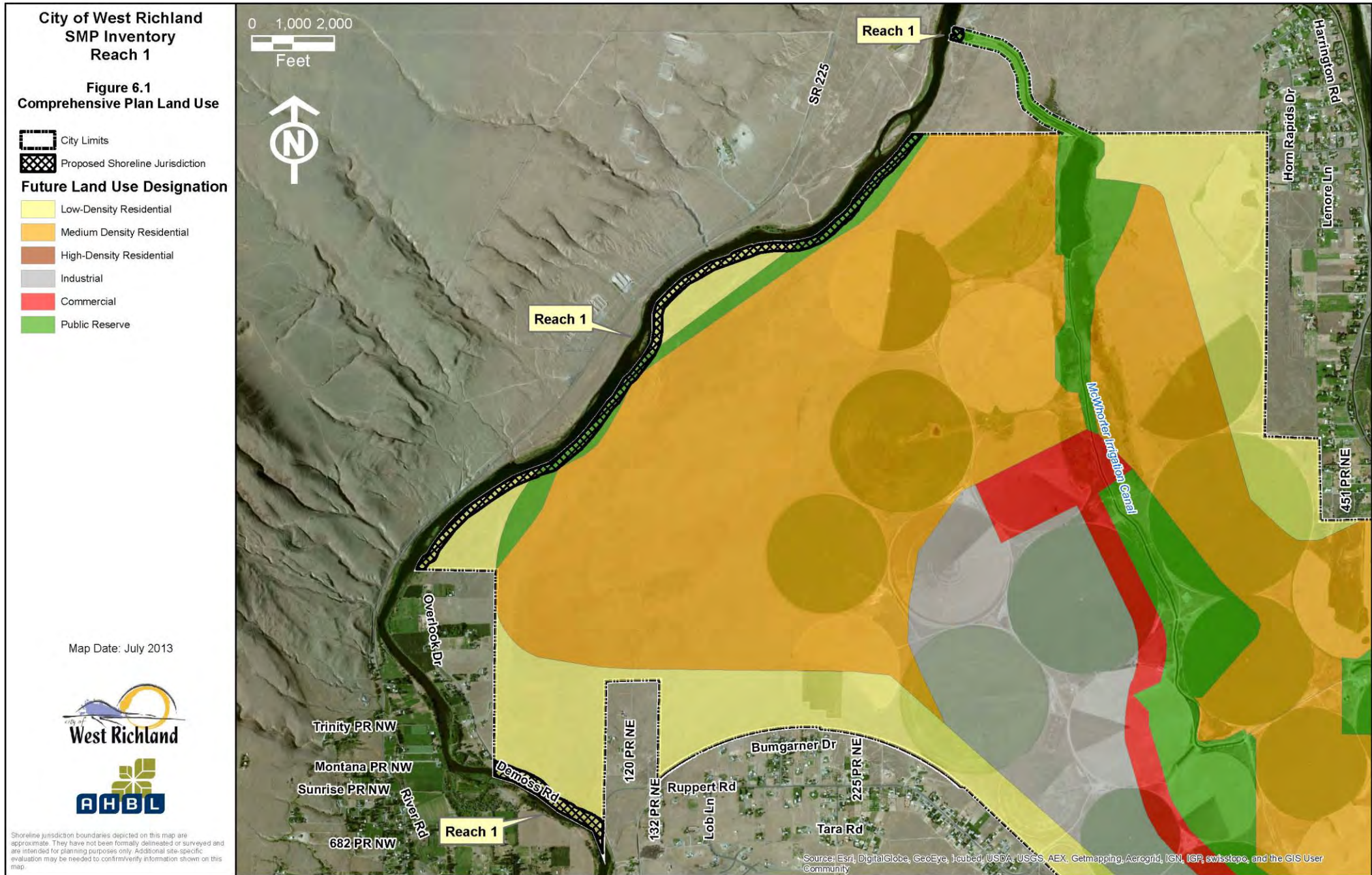


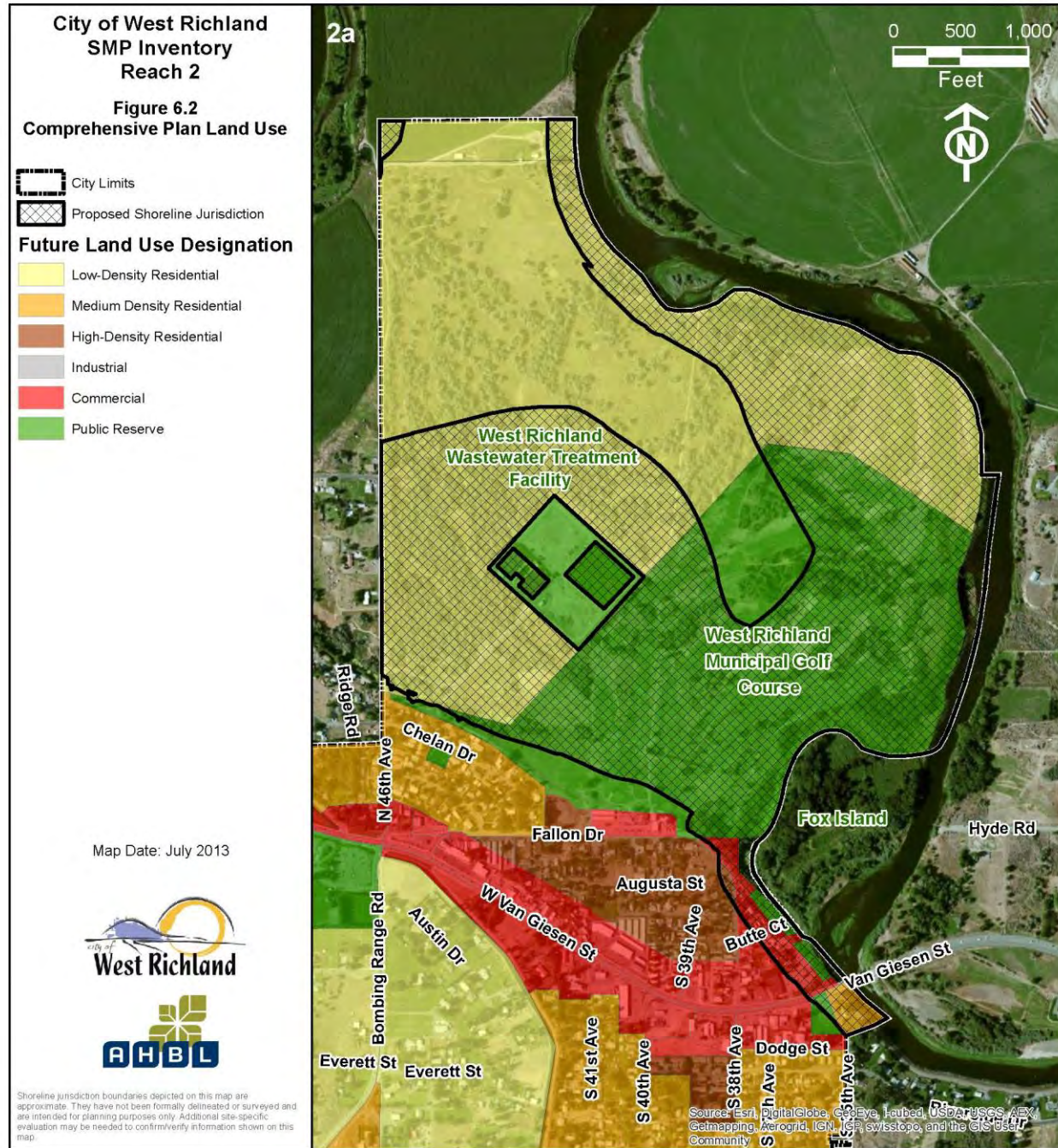
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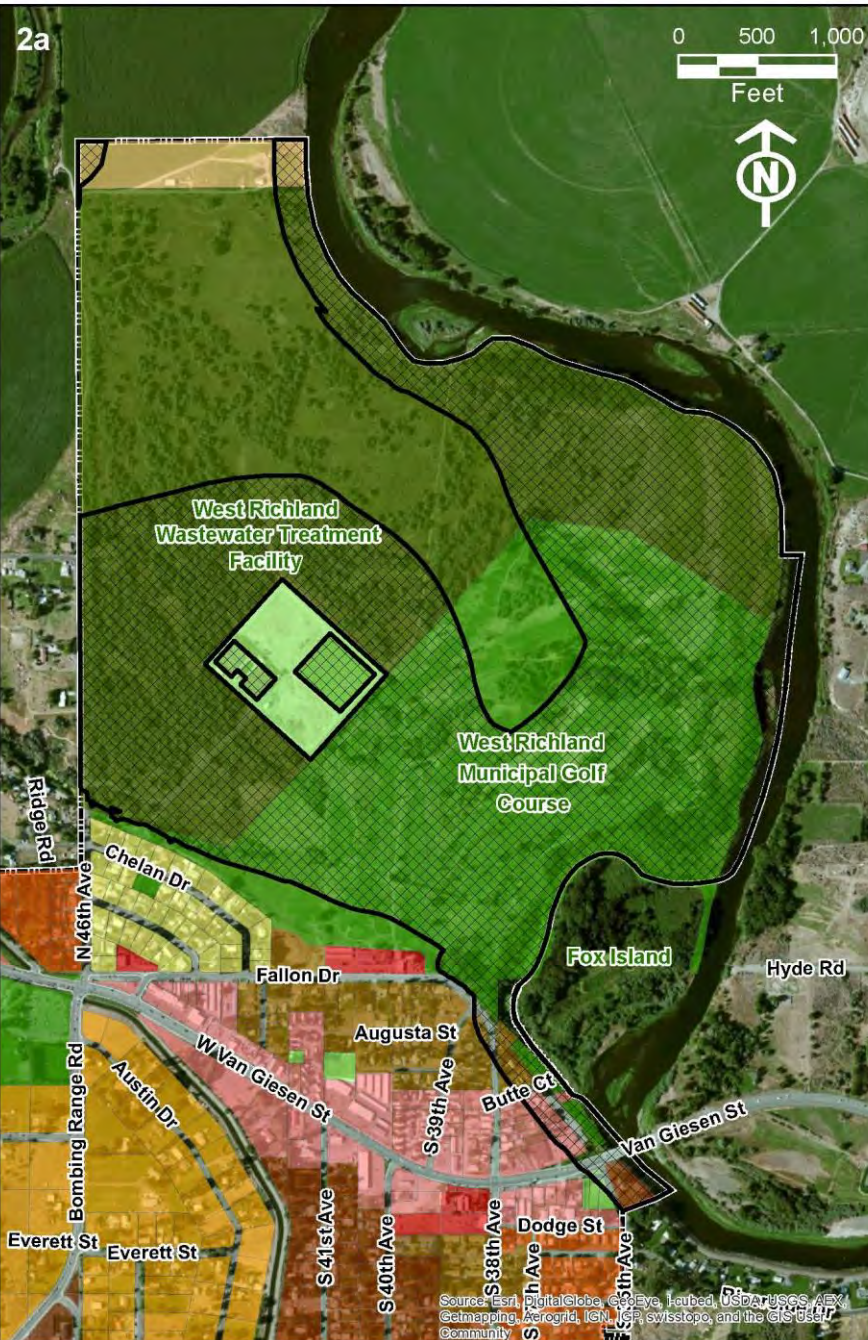
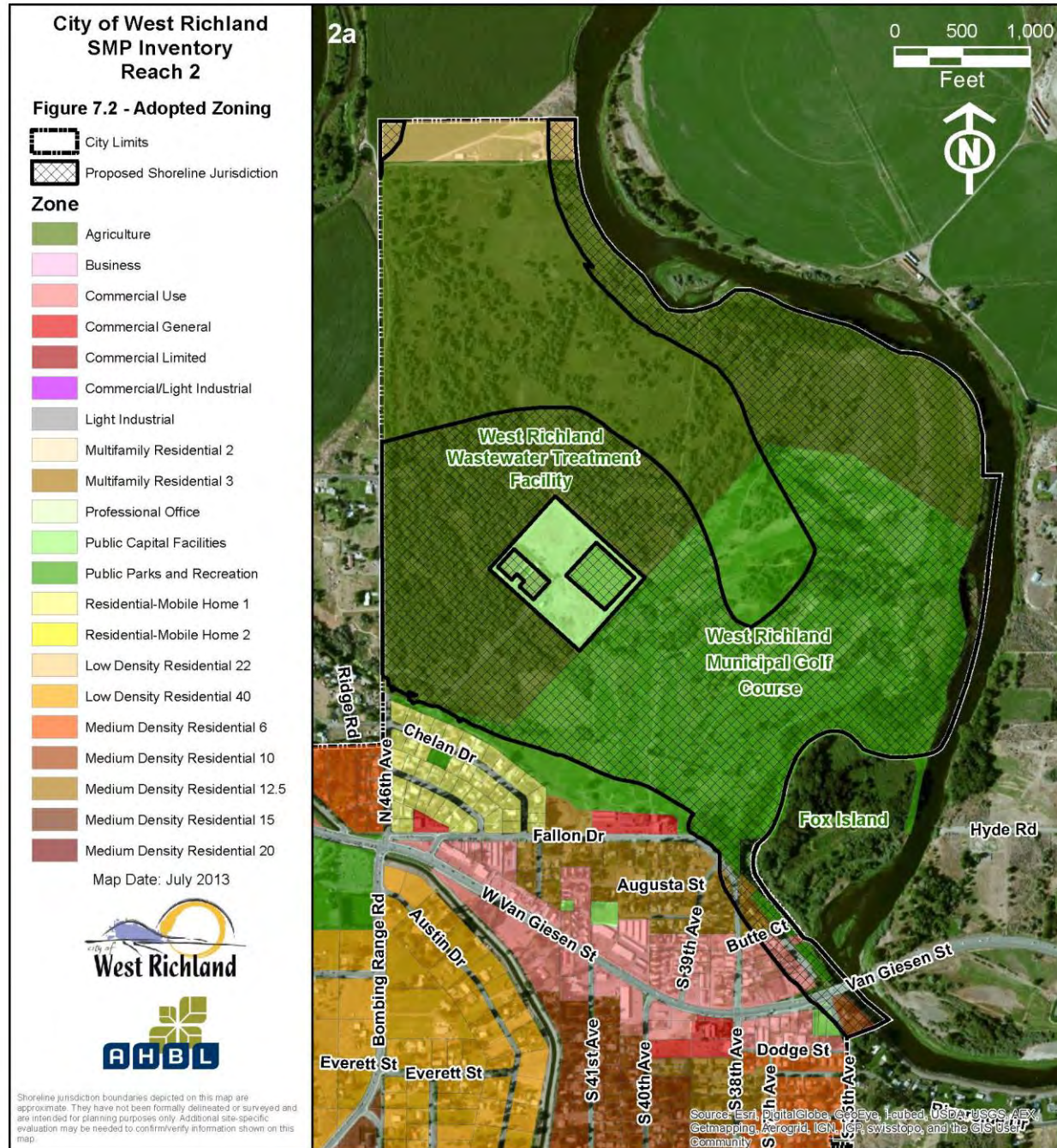


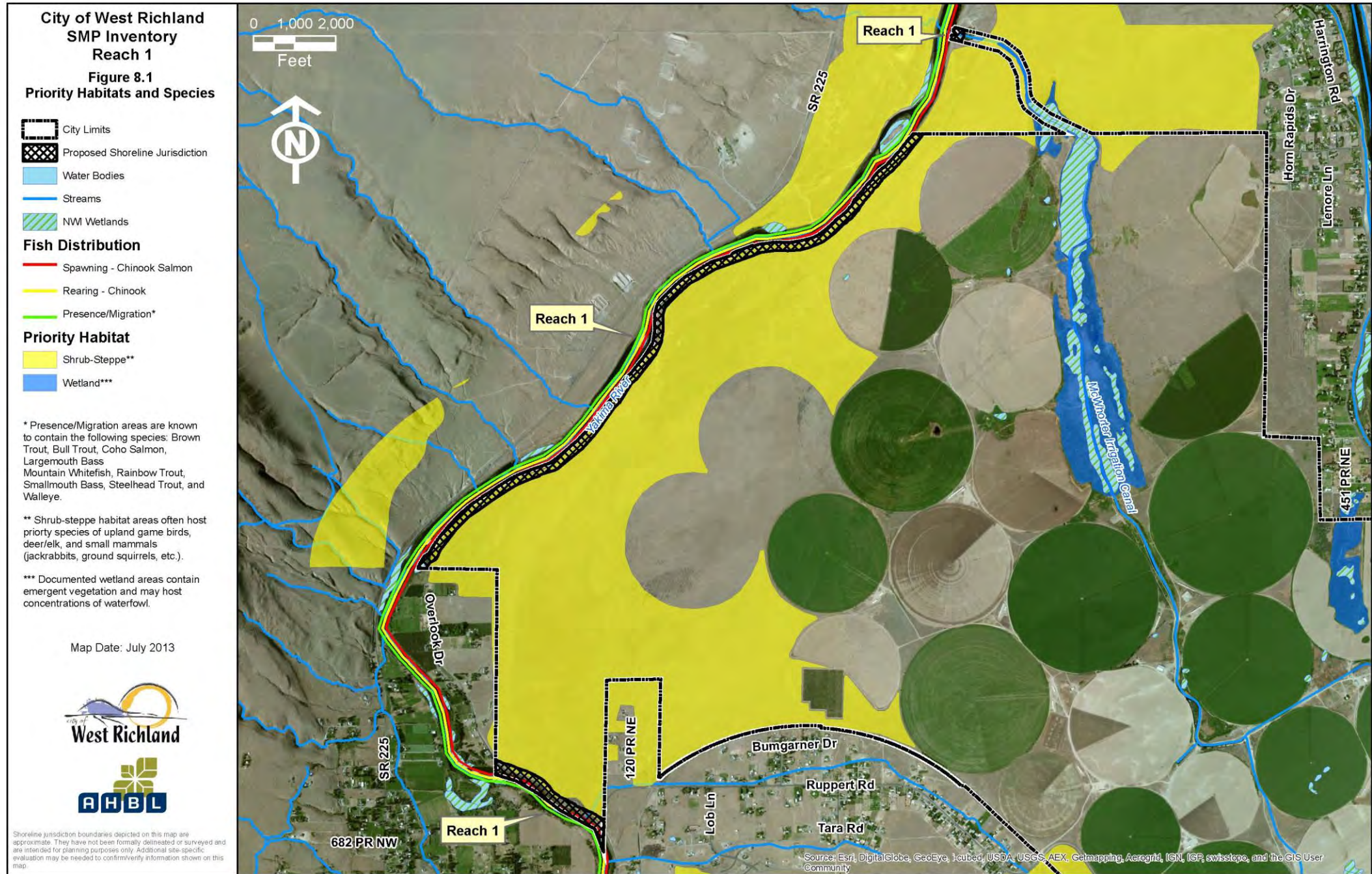












**City of West Richland
SMP Inventory
Reach 2**

**Figure 8.2
Priority Habitats and Species**

- City Limits
 - Water Bodies
 - Streams
 - NWM Wetlands
 - Townsend's Ground Squirrel Colony
- Fish Distribution**
- Spawning - Fall Chinook Salmon
 - Rearing - Spring Chinook Salmon
 - Presence/Migration*
- Priority Habitat**
- Shrub-Steppe**
 - Wetland***

* Presence/Migration areas are known to contain the following species: Brown Trout, Bull Trout, Coho Salmon, Largemouth Bass, Mountain Whitefish, Rainbow Trout, Smallmouth Bass, Steelhead Trout, and Walleye.

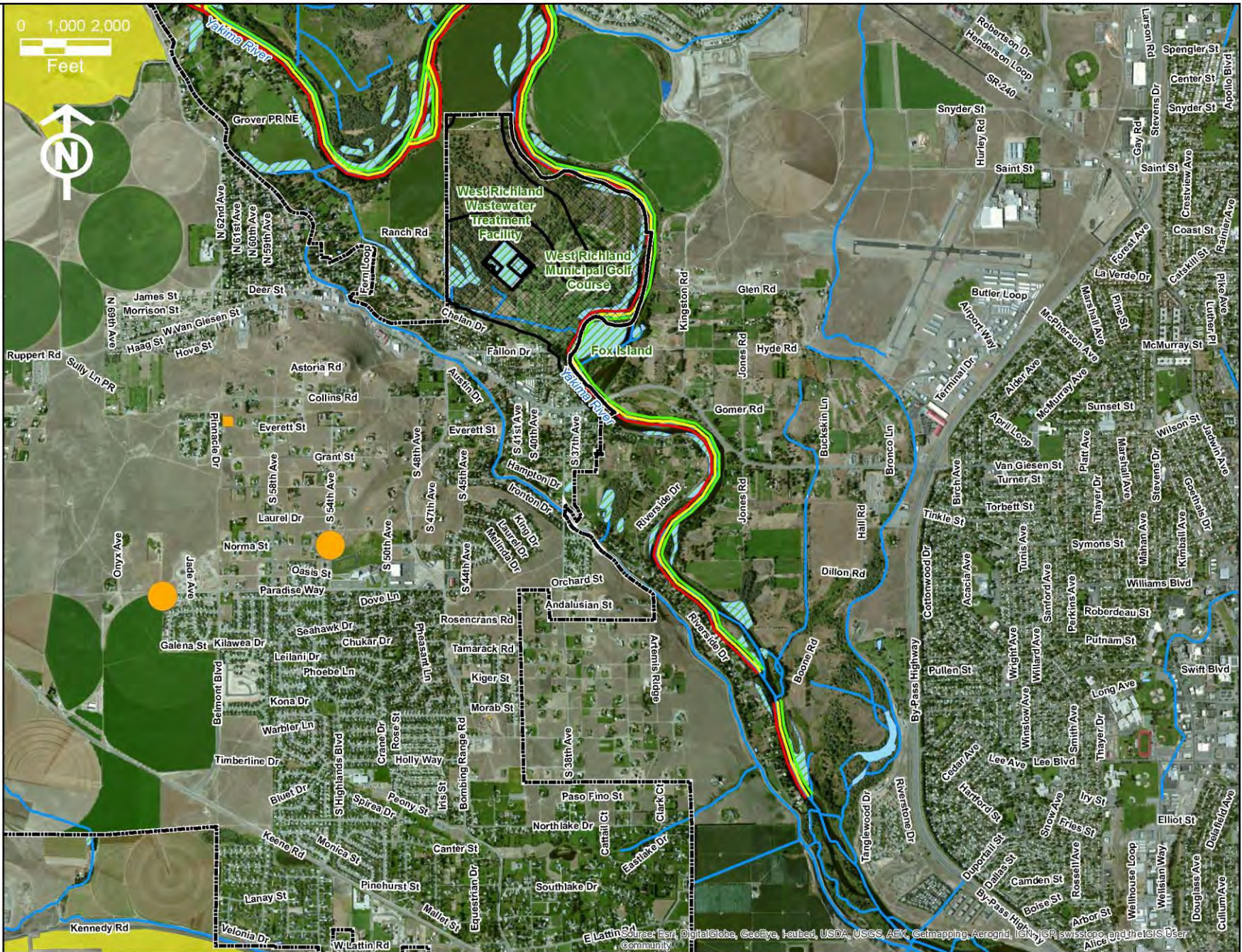
** Shrub-steppe habitat areas often host priority species of upland game birds, deer/elk, and small mammals (jackrabbits, ground squirrels, etc.).

*** Documented wetland areas contain emergent vegetation and may host concentrations of waterfowl.

Map Date: July 2013








Shoreline jurisdiction boundaries depicted on this map are approximate. They have not been formally delineated or surveyed and are intended for planning purposes only. Additional site-specific evaluation may be needed to confirm/verify information shown on this map.



**City of West Richland
SMP Inventory
Reach 1**

Figure 9.1 - Shoreline Environment Designations

Environment Designation

-  Aquatic
-  High Intensity
-  Shoreline Residential
-  Urban Conservancy
-  City Limits

SMA Boundary based on the definition of "shoreslines" found in RCW 90.58.030. More detailed information provided in the City's Inventory and Characterization Report. Shoreline Jurisdiction Boundaries on this map are approximate. They have not been formally delineated or surveyed and are intended for planning purposes only. Additional site-specific evaluation may be needed to confirm/verify information shown. Common boundary descriptions and parcel numbers listed in the SMP take precedence over this map in the event of a conflict. No warranties of any sort, including but not limited to accuracy, fitness, or merchantability, accompany this product.

Data Sources: City of West Richland, Benton County, WA Department of Ecology. SMP Boundary derived by AHBL from existing data sources.

Map Date: July 2013



Shoreline jurisdiction boundaries depicted on this map are approximate. They have not been formally delineated or surveyed and are intended for planning purposes only. Additional site-specific evaluation may be needed to confirm/verify information shown on this map.



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

**City of West Richland
SMP Inventory
Reach 2**

**Figure 9.2 - Shoreline
Environment Designations**

Legend

- Aquatic
- High Intensity
- Shoreline Residential
- Urban Conservancy
- City Limits

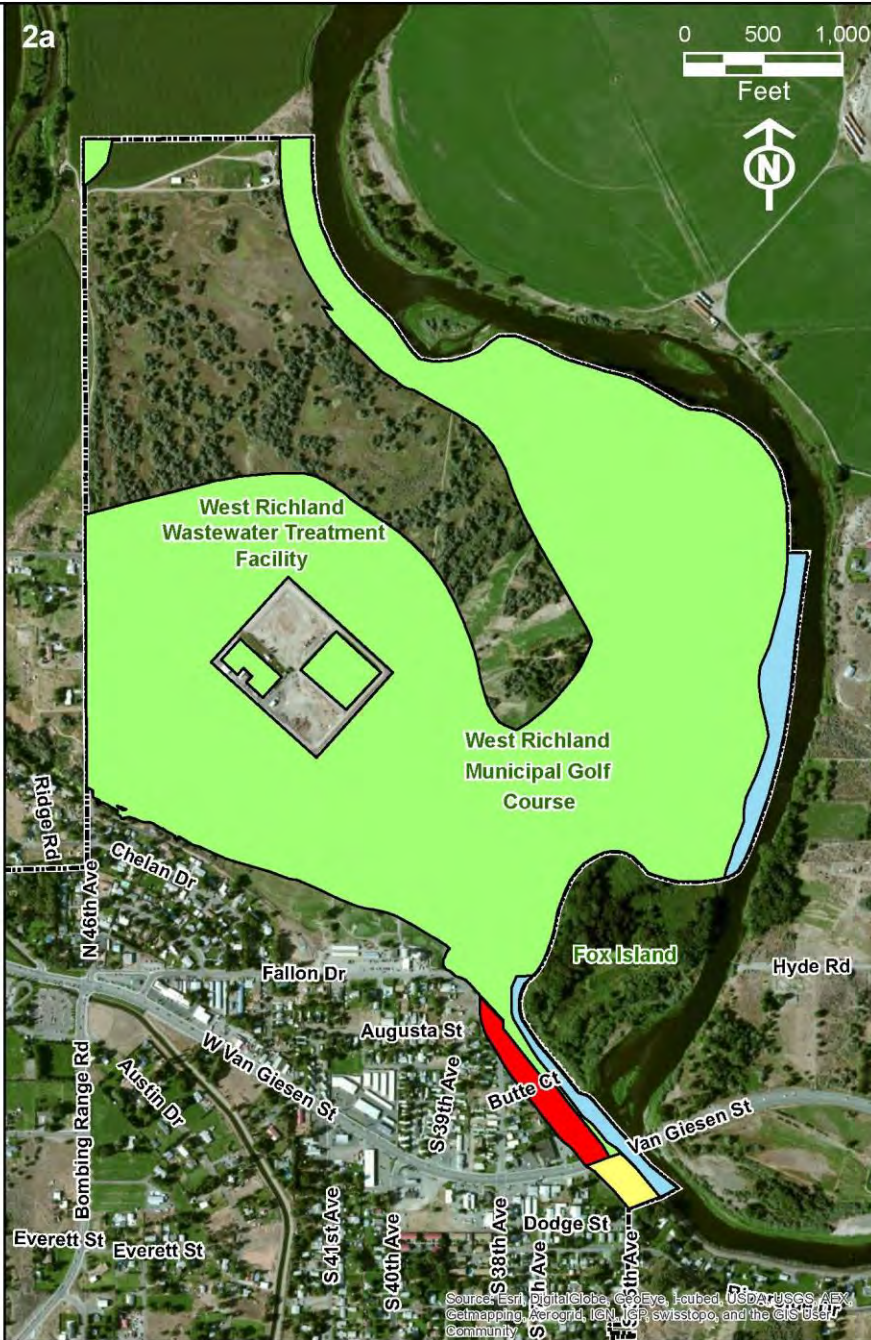
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Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction

A. Purpose

The purpose of this Appendix is to implement the SMA's policy of protection of shoreline natural resources through the protection and encouraged restoration of ecological functions necessary to sustain these resources in conjunction with the other provisions of this SMP. It is also to designate and classify ecologically sensitive and hazardous areas within shoreline jurisdiction and to protect these areas and their functions and values, while also allowing for reasonable use of property. It is not the intent of this Appendix to deny a reasonable use of private and public property, but to assure that development on or near critical areas in the City's shoreline jurisdiction is accomplished in a manner that is sensitive to the environmental resources of the community.

B. Goals

The City of West Richland's goals are to protect existing ecological functions, restore degraded ecological functions, and to achieve no net loss of ecological functions through avoidance of negative impacts to critical areas within the City's shoreline jurisdiction.

It is the intent of this Appendix to accomplish the following:

1. Protect environmentally sensitive natural areas and the functions they perform by the careful and considerate regulation of development;
2. Minimize damage to life, limb and property due to seismic hazards, landslides and erosion on steep or unstable slopes;
3. Protect wetlands to the extent that there is no net loss of size, functions and values;
4. Protect and maintain stream flows and water quality within streams;
5. Preserve natural forms of flood control and stormwater storage, by avoiding alterations to drainage or stream flow patterns;
6. Protect aquifer recharge areas from development activities and practices that would be undesirable or harmful to the groundwater supply;
7. Protect, maintain and enhance areas highly suited for wildlife, and lands with which threatened, endangered, or sensitive species are known to have a primary association;

8. Protect and maintain critical fish and wildlife habitat conservation areas and corridors so as to avoid the creation of isolated subpopulations;
9. Enhance degraded critical fish and wildlife habitat conservation areas;
10. Comply with the SMA rules and guidelines;
11. Implement the goals, policies, and requirements of the GMA.

C. Applicability

1. **Critical Area Review.** The provisions of this Appendix shall apply to all activity within critical areas and their required buffers inside the City's shoreline jurisdiction.
2. Definitions of terms used in this Appendix may be found in SMP Chapter 7: Definitions.
3. Lands may contain more than one type of critical area. In the event of a difference or conflict among regulations, those regulations or procedures that provide greater protection to the environmentally sensitive area shall apply.
4. **Special Studies Required.** When an applicant submits an application for any shoreline development proposal, the application shall indicate whether any critical area is located on the site. The City's Shoreline Administrator shall visit the site, and in conjunction with the review of the information provided by the applicant and any other suitable information, shall make a determination as to whether or not sufficient information is available to evaluate the proposal. If it is determined that the information presented is not sufficient to evaluate a proposal adequately, the City's Shoreline Administrator shall notify the applicant that additional studies as specified herein shall be provided.
5. **Applicability to SEPA.** None of the regulations contained in this Appendix shall preclude or diminish the authority to require mitigation of significant environmental impacts through SEPA.
6. **Appeals.** A decision of the City's Shoreline Administrator to approve, conditionally approve or deny a permit, or any official interpretation in the administration of this Appendix, may be appealed in accordance with the procedures established under SMP Chapter 6: Administration Section H.5: Public Hearing and Decision.

D. Wetlands – Designation and mapping

1. Pursuant to WAC 365-190-080(1), the city designates wetlands as critical areas defined in this Appendix.

2. The approximate location and extent of wetlands are shown on the City's critical area wetland map. The map is to be used as a guide and may be updated as additional information becomes available. The map is for reference only, and does not provide final wetland designations. Mapping sources used to create the City's wetland map include:
 - a. Wetland areas designated on the national wetland inventory maps;
 - b. Wetland areas identified through aerial photos and field observations; and
 - c. Wetland areas identified in the City of West Richland's SMP Inventory and Characterization Report.

E. Wetlands – Identification and delineation

1. A qualified wetland specialist shall identify wetlands and delineate their boundaries pursuant to this Appendix in accordance with RCW 90.58.380, WAC 173-22-035, and the approved Federal Wetland Delineation Manual and applicable regional supplements. Guidelines for preparing a wetland delineation report are defined in SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section I.
2. Wetlands shall be rated according to the Washington State Department of Ecology's 2014 Washington State Wetland Rating System for Eastern Washington (Ecology Publication No. 14-06-030) or most current version as updated by Washington State Department of Ecology. The document contains the definitions and methods for determining if the criteria below are met. In the case of a wetland violation, the rating shall be based on the likely condition of the wetland before the unauthorized disturbance occurred.
3. Wetland Rating Categories:
 - a. Category I wetlands: Category I wetlands are those that represent a unique or rare wetland type, are more sensitive to disturbance than most wetlands, are relatively undisturbed and contain ecological attributes that are impossible or too difficult to replace within a human lifetime, and provide a high level of functions. The following types of wetlands are Category I:
 - i. Alkali wetlands.
 - ii. Wetlands of high conservation value that are identified by scientists of the Washington Natural Heritage Program/DNR;
 - iii. Bogs and calcareous ferns;
 - iv. Mature and old-growth forested wetlands over ¼ acre with slow growing trees;
 - v. Forest wetlands with stands of aspen;

- vi. Wetland scoring between twenty-two and twenty-seven (22-27) points (out of twenty-seven [27] in the Eastern Washington Wetland Rating System.
- b. Category II wetlands: Category II wetlands are difficult, though not impossible, to replace, and provide high levels of some functions. These wetlands occur more commonly than Category I wetlands, but still need a relatively high level of protection. Category II wetlands include:
 - i. Forested wetlands in the floodplain of rivers;
 - ii. Mature and old-growth forested wetlands over ¼ acre with native fast growing trees;
 - iii. Vernal pools;
 - iv. Wetlands scoring between nineteen and twenty-one (19-21) points (out of twenty-seven [27] in the Eastern Washington Wetland Rating System.
- c. Category III wetlands have a moderate level of functions (scores between sixteen and eighteen (16-18) points. These wetlands can often be adequately replaced with a well planned mitigation project. Wetlands scoring between 16-18 points generally have been disturbed in some way, and are often less diverse and more isolated from other natural resources in the landscape than Category II wetlands.
- d. Category IV wetlands have the lowest levels of functions, scoring less than sixteen (16) points in the Eastern Washington Wetland Rating System, and are often heavily disturbed. These are wetlands that should be able to be replaced, and in some cases improved. These wetlands may provide some important functions, and also need to be protected.

F. Wetlands – Regulated activities

1. The following activities in a wetland and/or its associated buffer shall be regulated pursuant to the requirements of the SMA, the City’s SMP, and this Appendix. Other activities, if not listed below, must conform to the SMA and the City’s SMP. The activities regulated by this Appendix are as follows:
 - a. Removing, excavating, disturbing or dredging soil, sand, gravel, minerals, organic matter, or materials of any kind;
 - b. Dumping, discharging, or filling with any material;
 - c. Draining, flooding, or disturbing the water level or water table;

- d. Constructing, reconstructing, demolishing, or altering the size of any structure or infrastructure, except repair of an existing structure or infrastructure, where the existing square footage or foundation footprint is not altered;
 - e. Destroying or altering native vegetation through clearing, harvesting, cutting, intentional burning, shading, or planting non-native vegetation that would negatively alter the functions of the wetland; and
 - f. Activities from construction or development that result in significant, adverse changes in water temperature, physical or chemical characteristics of wetland water sources, including quantity and pollutants.
2. Activities listed in SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section F.1 that are near a wetland, but do not result in alteration of a wetland and/or its associated buffer, may require fencing or marking along the outside perimeter of the buffer, and/or erosion control measures. Protection of the buffer should be documented through photos and written description.

G. Wetlands – Permitting process

1. Overview. Inquiries regarding conduct of a regulated activity in or near a wetland can be made to the City’s Shoreline Administrator. The City’s Shoreline Administrator shall utilize the city’s critical area wetland map to establish general location of wetland sites. If the maps indicate the presence of a wetland, a wetland analysis report shall be filed, unless the City’s Shoreline Administrator determines that a wetland and its associated buffer are not on or within the site.

This determination may be based on information provided by the applicant and from other sources. If the map does not indicate the presence of a wetland or wetland buffer zone within the site, but there are other indications that a wetland may be present, the City’s Shoreline Administrator shall determine whether a wetland analysis report is required. Refer to SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section I for the wetland analysis report requirements.

2. Permit Requirements. Review of regulated activities within a wetland and wetland buffer is subject to the permit processing procedure as defined under WAC 173-27-180 and SMP Chapter 6: Administration. The review of proposed alterations to wetlands and buffer areas and a wetland mitigation plan by the City’s Shoreline Administrator may be required prior to issuance of a shoreline substantial development permit, shoreline variance, shoreline conditional use permit or issuance of SEPA determination by the city’s SEPA responsible official under WRMC Chapter 18.04 – Environmental Review (SEPA) (2007).

3. Request for Official Determination. A request for an official determination of whether a proposed use or activity at a site is subject to this Appendix must be in writing and made to the City's office of Community and Economic Development. The request shall contain plans, data, and other information in sufficient detail to allow for such determination, including a wetland delineation report. The applicant shall be responsible for providing plans and the wetland delineation report to the City's Shoreline Administrator.
4. If after a site inspection of the property, review of the wetland map, or review of other information about the site, the City's Shoreline Administrator has reason to believe that the proposed activity or development may occur within a wetland, or within a potential wetland buffer, a wetland analysis report shall be submitted to the City's Shoreline Administrator for review. The purpose of the wetland analysis report is to determine the extent and function of the wetland(s) to be impacted by the proposal. See SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section I for the wetland analysis report requirements. If, after an inspection of the site, the City's Shoreline Administrator determines that the proposed project is not within a wetland or wetland buffer, such determination shall be indicated to the applicant in writing, and a wetland analysis report shall not be required.
5. Prior to development of a property that contains a classified wetland, the boundaries of the wetland and associated buffer shall be staked and flagged in the field by a qualified wetland specialist and surveyed by a licensed professional surveyor registered in the state. Field flagging shall be distinguishable from other survey flagging on the site. A survey drawing shall be prepared depicting the wetland boundary and buffer, and corresponding topographic information, in relation to the property boundary.
6. If alteration of a wetland or buffer is proposed, a wetland mitigation plan shall be submitted pursuant to the requirements of this Appendix.

H. Wetlands – Administration

1. Notice and Title.
 - a. Notice. Upon submission of a complete shoreline permit application as defined in SMP Chapter 6: Administration with approval complete wetland analysis report as defined in SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section I, notice shall be provided to consulted agencies in accordance with WRMC Title 14 – Administration of Development Regulations (2012) and this SMP.

Notice of Title. The owner of any private property with a field-verified wetland or wetland buffer, on which a development proposal is submitted, shall file for record

with the Benton County auditor a notice approved by the City's Shoreline Administrator in a form substantially as set forth below. Such notice shall provide notice in the public record of the presence of a wetland or wetland buffer, the application of this Appendix to the property, and those limitations on actions in or affecting such wetlands and their buffers that may exist. The notice shall be notarized and shall be recorded prior to approval of any development of such site. The notice shall run with the land and shall be substantially in the following form:

WETLAND AND/OR WETLAND BUFFER NOTICE

Legal Description:

Present Owner: _____

NOTICE: This property contains wetlands or their buffers as defined by City of West Richland Ordinance. Restrictions on use or alteration of the wetlands or their buffers may exist due to natural conditions of the property and resulting regulations. Contact the City of West Richland for more information.

Date

Owner's Signature

2. Other Laws and Regulations. No approval granted pursuant to this Appendix shall remove an obligation to comply with the applicable provisions of any other federal, state, or local law or regulation.
3. Atlas. The City's Shoreline Administrator shall include all known and suspected wetlands on the city's critical area wetland map.

I. Wetlands – Analysis report requirements

1. A wetland analysis report, when required, shall be prepared by a qualified wetland specialist and submitted to the City's Shoreline Administrator as part of the review process established in SMP Chapter 6: Administration. A wetlands analysis report is not required for those wetlands previously mapped and classified, unless the City's Shoreline

Administrator finds that the characteristics of the wetland have significantly changed based on Ecology and U.S. Army Corps of Engineers direction. A wetlands analysis report is required with all annexation petitions, land use applications and shoreline applications for properties that the City's Shoreline Administrator has reason to believe may contain a wetland or wetland buffer.

2. The wetland analysis report shall be prepared in accordance with the methods outlined in WAC 173-22-035, the approved Federal Wetland Delineation Manual and applicable regional supplements, and submitted to the City's Shoreline Administrator for review.
3. Within 60 days of receipt of the wetland analysis report and other information, the City's Shoreline Administrator shall evaluate submitted materials to determine consistency with the SMP regarding the appropriate wetland category, buffering requirement, and required mitigation. The report shall be accorded substantial weight and the City's Shoreline Administrator shall approve the report's findings and approvals, unless specific, written reasons are provided which justify not doing so.

J. Wetlands – Buffer areas

1. Following the determination of the wetland category (I – IV), the City's Shoreline Administrator shall determine appropriate buffer widths. Wetland buffers shall be evaluated for all development proposals and activities adjacent to wetlands to determine their need to protect the integrity, functions, and values of the wetland. Wetland buffer widths are determined by the category of wetland, the intensity of impacts of a land use, and the functions or special characteristics of the wetland that need to be protected, as determined by the rating system and the tables of this section. All wetland buffer zones are measured perpendicular from the wetland boundary as surveyed in the field.

Except as otherwise permitted by this Appendix, wetland buffers shall consist of a relatively intact native vegetation community adequate to protect the wetland functions and values at the time of the proposed activity. If the existing vegetation is disturbed (grazed, mowed or heavily infested with non-native plants), or otherwise inadequate to protect the wetland from the effects of the proposed development, then the buffer width shall be rehabilitated with native plant communities that are appropriate for the site. The buffer rehabilitation shall be conducted prior to, or in conjunction with, development of the property.

2. Impact of Land Use. Different uses of land have different potential levels of impacts to wetlands. To recognize the different levels of impact, the buffer shall be based on the level of impact categorized according to the following table:

Level of Impact from Land Use	Types of Land Uses Based on Common Zoning Categories
High	<ul style="list-style-type: none"> • Commercial • Urban • Industrial • Institutional • Retail sales • Residential (more than 1 unit/40,000 sq. ft.) • High-intensity recreation (ball fields, golf driving ranges, gun ranges, clubhouses, recreational buildings, etc., and associated parking lots) • High intensity farming practices (greenhouses, nurseries, animal pens and barns, etc.)
Moderate	<ul style="list-style-type: none"> • Residential (less than or equal to 1 unit/40,000 sq. ft.) • Moderate-intensity open space (golf course fairways, community park facilities and pathways not listed above, etc.) • Conversion to moderate-intensity agriculture (orchards, hay fields, etc.) • Driveways serving 3 or more residences • Utility corridor or utility right-of-way containing an access/maintenance road wider than 10' in width
Low	<ul style="list-style-type: none"> • Low-intensity open space (hiking, bird watching, neighborhood parks without parking, preservation of natural resources, etc.) • Driveways serving 1 or 2 residences • Unpaved trails 8' or less in width (nonmotorized) • Utility corridor without an access/maintenance road, or with a pervious access/maintenance road 10' or less in width, and little or no vegetation management

3. The buffer widths typically needed to protect Category IV wetlands in West Richland (for wetlands scoring less than 16 points for all functions) are as follows:

Wetland Characteristics	Buffer Widths by Impact of Land Use	Other Recommended Protection Measures
Score for all 3 basic functions is less than 16 points	Low – 25 feet Moderate – 40 feet High – 50 feet	Maintain any existing connections with other wetlands, open space or habitat conservation areas

4. The buffer widths typically needed to protect Category III wetlands in West Richland (for wetlands scoring 16 to 18 points for all functions) are as follows:

Wetland Characteristics	Buffer Widths by Impact of Land Use	Other Recommended Protection Measures
Moderate level of function for habitat (score for habitat 5 - 7 points)	Low – 75 feet Moderate – 110 feet High – 150 feet	Maintain any existing connections with other wetlands, open space or habitat conservation areas
Not meeting the above characteristics	Low – 40 feet Moderate – 60 feet High – 80 feet	

5. The buffer widths typically needed to protect Category I and II wetlands in West Richland are as follows:

Wetland Characteristics	Buffer Widths by Impact of Land Use	Other Recommended Protection Measures
High level of function for habitat (score for habitat 8 - 9 points)	Low – 100 feet Moderate – 150 feet High – 200 feet	Maintain any existing connections with other wetlands, open space or habitat conservation areas
Not meeting the above characteristics	Low – 75 feet Moderate – 110 feet High – 150 feet	

6. **Wetland Buffer Increases.** The City's Shoreline Administrator may require increased buffer widths in accordance with the recommendations of a qualified wetland specialist and best available science on a case-by-case basis when a larger buffer is necessary to protect wetland functions and values based on site-specific characteristics. This determination shall be reasonably related to protection of the functions and values of the regulated wetland. Such determination shall demonstrate that:
 - a. A larger buffer is necessary to maintain viable populations of existing protected species or species of local importance; or
 - b. The wetland is used by species listed by the federal government or the state as endangered, threatened, or sensitive species; or
 - c. The adjacent land is susceptible to impact from severe erosion and erosion control measures will not effectively prevent adverse impact to the wetland; or
 - d. The adjacent land has minimal vegetative cover, or slopes greater than 30 percent.
7. **Building Setback.** A 15-foot building setback is required from the edge of the wetland buffer for all buildings, except utility buildings/facilities and except residential accessory buildings exempt from rear or side setback requirements.
8. Where a legally established developed roadway transects a wetland buffer, the City's Shoreline Administrator may approve a modification of the minimum required buffer width to the edge of the roadway if the part of the buffer on the other side of the road does not provide any significant buffer functions to protect the wetland in question.

K. Wetlands – Alteration of buffers

1. **Wetland Buffer Reductions.** Buffer width reductions shall be considered on a case-by-case basis to take varying values of individual portions of a given wetland into consideration. Reductions may be allowed where the applicant demonstrates to the City's Shoreline Administrator that the wetland contains variations in sensitivity due to existing physical characteristics and that reducing the buffer width would not adversely affect the wetland functions and values. A wetland buffer shall not be reduced more than 25 percent. In no case shall a buffer be reduced solely to accommodate unauthorized actions (also known as code violations) that have degraded the buffer.
 - a. **Decision Criteria.** Prior to approval, a buffer reduction proposal shall meet all of the decisional criteria listed below. The buffer modification will be approved in a degraded wetland buffer only if:
 - 1) The project will provide an overall improvement in water quality protection for the wetland; and

- 2) The project will not adversely affect fish or wildlife species and will provide an overall enhancement to fish and wildlife habitat; and
 - 3) The project will provide a net improvement in drainage and/or stormwater detention capabilities; and
 - 4) All exposed areas are stabilized with native vegetation, as appropriate; and
 - 5) The reduction will not lead to unstable earth conditions or create an erosion hazard; and
 - 6) The reduction will not be materially detrimental to any other property or the city as a whole.
- b. Buffer Enhancement Plan. As part of the buffer reduction request, the applicant shall submit a buffer enhancement plan prepared by a qualified wetland specialist. The report shall assess the habitat, water quality, stormwater detention, groundwater recharge, shoreline protection, and erosion protection functions of the buffer; assess the effects of the proposed modification on those functions; address the six decision criteria listed in SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section K.1.a; and demonstrate no net loss of ecological function. The buffer enhancement plan shall also provide the following:
- 1) A map locating the specific area of enhancement;
 - 2) A planting plan that uses native plant species, including ground cover, shrubs, and trees;
 - 3) Provisions for monitoring and maintenance over the monitoring period.
2. Wetland Buffer Width Averaging. Buffer width averaging shall be considered on a case-by-case basis when the proposed averaging is in accordance with an approved wetland mitigation plan and best available science. Buffer averaging shall not be used in conjunction with the provisions for buffer reductions in this section. Averaging of buffer widths may only be allowed where a qualified wetland specialist demonstrates that:
- a. It will not reduce wetland functions or values;
 - b. The wetland contains variations in sensitivity due to existing physical characteristics or the character of the buffer varies in slope, soils, or vegetation, and the wetland would benefit from a wider buffer in places and would not be adversely impacted by a narrower buffer in other places;
 - c. The buffer is increased adjacent to the higher-functioning area of habitat or more sensitive portion of the wetland and decreased adjacent to the lower-functioning or less sensitive portion;

- d. The total area contained in the buffer area after averaging is no less than that which would be contained within the standard buffer; and
- e. The buffer width is not reduced, at any single point, to less than 50 percent of the standard buffer width. Reductions to less than 75 percent of the typical buffer width should be avoided where possible.

L. Wetlands – Permitted uses in buffer areas

The following activities are permitted within the wetland buffer; provided, that proposed activities are permitted in the applicable shoreline environment designation and any impacts or damage to the wetland buffer is fully mitigated through the requirements of the SMP. In planning and constructing these activities, reasonable measures shall be taken to protect any trees.

1. Wells and necessary appurtenances associated with single-family dwellings, including a pump and appropriately sized pump house, may be allowed in a wetland buffer if city water is not available within 200 feet of the property and there are no other alternative locations available for a well on the property. In such case, the well shall be constructed such that it does not withdraw water from any shallow upper aquifer, or allow water from the wetland to infiltrate into the well hole directly.
2. Trails no more than five feet in width, observation areas, and viewing platforms; provided, that in the case of Category I wetlands, the minimum distance from the wetland edge is not less than 50 percent of the Category I buffer width established in SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section J. A decrease in the required buffer width through buffer width averaging or other means does not indicate a corresponding decreased distance from a Category I wetland edge for trails, observation areas, and viewing platforms. Trails shall generally be located towards the perimeter of the buffer (in the outer 25 percent), and directly perpendicular to the wetland in the case of trails to observation areas and viewing platforms.
3. The placement of underground utility lines, residential on-site septic drain fields meeting the requirements of the Benton-Franklin Health District when city sewer is not available, and bioswales and detention/retention facilities for on-site stormwater treated by biofiltration or other processes prior to discharge when consistent with the Stormwater Management Manual for Eastern Washington; provided the minimum distance from the wetland edge is not less than 75 percent of the buffer widths established in SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section J. Regional stormwater facilities shall not be located within the wetland buffers of Type I and II wetlands, and may be located within the wetland buffers of Type III and IV wetlands only when the wetland is sufficiently protected from water quality degradation and

excessive water level fluctuations, and the facility is constructed in a manner that results in an enhancement to the buffer area.

4. Placement of access roads and utilities across Category II, III and IV wetland buffers, if the City's Shoreline Administrator determines that there is no reasonable alternative location for providing access and/or utilities to an existing lot and mitigation is provided as designated in this Appendix.
5. The installation of stormwater management facilities, limited to stormwater dispersion outfalls and bioswales, within the outer 25 percent of a critical area buffer; provided, that:
 - a. No other location is feasible; and
 - b. The location of such facilities will not degrade the functions or values of the critical area; and
 - c. The buffer is not for a Category I wetland.
6. The creation of lots from parcels containing wetlands and wetland buffers, subject to the following:
 - a. Land that is located wholly within a wetland or its buffer may not be subdivided;
 - b. Land that is located partially within a wetland or its buffer is not precluded from being divided due to the presence of the wetland or buffer, provided:
 - 1) The wetland and its buffer is contained within a separate open space tract, as depicted on the document dividing the property (short plat, long plat, etc.); and
 - 2) The proposed lots are accessible through a route that is outside of the wetland and its buffer.

To compensate for setting aside the wetland and buffer area in a separate tract, those lots immediately adjacent to the wetland tract and served with city sewer and city water need only be 75 percent of the minimum lot size and lot depth normally required, and permitted lot coverage shall be calculated as if the lot were the normal minimum lot size.

M. Wetlands – Alteration of wetlands and sequence of mitigation actions

1. All adverse impacts to wetland functions and values shall be fully mitigated following the procedures within SMP Chapter 4: General Regulations Section 4: Environmental Impacts.
2. Alteration of Category I wetlands is prohibited.

3. Alteration of Category II, III, and IV wetlands may be allowed when all adverse impacts to wetland functions and values can be shown to be fully mitigated in accordance with the mitigation sequence provided in SMP Chapter 4: General Regulations, Section 4 – Environmental Impacts. No net loss of ecological function and value shall occur due to wetland alteration.

N. Wetlands – Mitigation plan submittal requirements

1. In conjunction with submittal of any project for which alteration of a wetland is proposed, the applicant shall submit to the City’s Shoreline Administrator a wetland mitigation plan substantially in the following form. It is highly recommended that the plan be consistent with the guidance found in “Wetland Mitigation in Washington State, Part 2: Developing Mitigation Plans” (Ecology Publication No. 06-06-011b, March 2006), or as hereafter revised.
 - a. Conceptual Phase. A conceptual wetland mitigation plan shall be submitted to the City’s Shoreline Administrator. In cases in which environmental review is required, a threshold determination may not be made prior to City’s Shoreline Administrator review of the conceptual wetland mitigation plan. The conceptual wetland mitigation plan shall include:
 - 1) General goals of the wetland mitigation plan, including an overall goal of no net loss of wetland function and acreage, and striving for a net resource gain in wetlands over present conditions;
 - 2) A review of literature or experience to date in restoring or creating the type of wetland or buffer proposed;
 - 3) Approximate site topography following construction;
 - 4) Location of proposed wetland compensation area;
 - 5) General hydrologic patterns on the site following construction;
 - 6) Nature of compensation, including wetland types (in-kind and out-of-kind), general plant selection and justification, approximate project sequencing and schedule, and approximate size of the new wetland buffer;
 - 7) A conceptual maintenance plan;
 - 8) Conceptual monitoring and contingency plan.
 - b. Detailed Phase. Following approval of the conceptual wetland mitigation plan by the City’s Shoreline Administrator, a detailed wetland mitigation plan shall be submitted to the City’s Shoreline Administrator. The detailed wetland mitigation plan shall

contain, at a minimum, the following components, and shall be consistent with the standards in SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Sections O and Q:

- 1) Text and map of the existing condition of the proposed compensation area, including:
 - a) Existing vegetation community analysis;
 - b) Hydrological analysis, including topography, of existing surface and significant subsurface flows into and out of the area in question;
 - c) Soils analysis providing both Soil Conservation Service mapping and data provided by on-site verified determinations;
 - d) Detailed description of flora and fauna existing on the site;
 - e) Description of existing site conditions in relation to historic conditions for those sites that have been recently altered or degraded;
- 2) Text and map of the proposed alterations to the compensation area, including:
 - a) Relationship of the project to the watershed and existing water bodies;
 - b) Topography of site using one-foot contour intervals;
 - c) Water level data, including depth and duration of seasonally high water table;
 - d) Water flow patterns;
 - e) Grading, filling and excavation, including a description of imported soils;
 - f) Irrigation requirements, if any;
 - g) Water pollution mitigation measures during construction;
 - h) Aerial coverage of planted areas to open water areas (if any open water is to be present);
 - i) Appropriate buffers;

The wetland mitigation plan shall include detailed site diagrams, scaled cross-sectional drawings, topographic maps showing slope percentage and final grade elevations, and any other drawings appropriate to show construction techniques or anticipated outcome;

- 3) As part of the wetland mitigation plan, a landscaping plan shall be designed by a registered landscape architect or contractor working with a qualified wetland specialist, describing what will be planted where and when. The landscape plan shall include the following:

- a) Soils and substrate characteristics;
 - b) Specification of substrate stockpiling techniques;
 - c) Planting instructions, including species, stock type and size, density or spacing of plants, and water and nutrient requirement;
 - d) Specification of where plant materials will be procured. Documentation shall be provided which guarantees plant materials are to be procured from regional nurseries, or from wetlands on site that are part of the wetland mitigation plan;
- 4) A schedule shall be provided showing dates for beginning and completing the mitigation project, including a sequence of construction activities;
 - 5) A monitoring and maintenance plan, consistent with SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section Q. The plan shall include all the following:
 - a) Specification of procedures for monitoring and site maintenance;
 - b) A schedule for submitting monitoring reports to the City's Shoreline Administrator;
 - 6) A contingency plan, consistent with SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section Q;
 - 7) A detailed budget for implementation of the wetland mitigation plan, including monitoring, maintenance and contingency phases;
 - 8) A guarantee that the work will be performed as planned and approved, consistent with SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section Q;
 - 9) The wetland mitigation plan shall be signed by the qualified wetland specialist to indicate that the plan is according to specifications determined by the qualified wetland specialist. A signed original wetland mitigation plan shall be submitted to the City's Shoreline Administrator.
- c. Following the approval of the detailed wetland mitigation plan by the City's Shoreline Administrator, a notice of the plan shall be signed and notarized by the applicant and City's Shoreline Administrator, and recorded with the Benton County auditor at the applicant's expense. The notice of the plan may be combined with the notice of SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section H.
 - d. Approval of the detailed wetland mitigation plan shall occur prior to the issuance of building permits or other development permits. No development activity shall occur on the site prior to approval. Required mitigation may also be required prior to

issuance of permits or prior to commencing development activity. Timing of required mitigation shall be determined on a case-by-case basis.

O. Wetlands – Criteria for compensatory mitigation – Location and timing of compensatory mitigation

1. The applicant shall develop a wetland mitigation plan that provides for construction, maintenance, monitoring, and contingencies of the replacement wetland. In addition, the applicant and landowner shall meet the following criteria:
 - a. The restored, created, or enhanced wetland shall be as persistent as the wetland it replaces;
 - b. The applicant shall demonstrate sufficient capability to carry out the compensation project;
 - c. The compensation area shall be provided with permanent protection and management to avoid further development or degradation and to provide for the long-term persistence of the compensation area as designed.
2. In cases in which it is determined that compensatory mitigation is appropriate, the following shall apply:
 - a. Compensatory mitigation shall be provided on site, or in the immediate vicinity of the impacted wetland, when the location can adequately replace the functions that were lost.
 - b. When compensatory mitigation cannot be provided on site or in the immediate vicinity, it should be provided within the same watershed. The proposed mitigation site shall be selected and reviewed based on the guidance found in “Wetland Mitigation in Washington State, Part 2, Developing Mitigation Plans (Version 1, Publication No. 06-06-011b, March 2006),” or as hereafter revised.
 - c. Mitigation projects shall be completed prior to, or in conjunction with, the other permitted activities on the site, unless a phased schedule is agreed upon between the City’s Shoreline Administrator and the applicant. The timing of the mitigation shall be specified in the development permit. Refer to SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Section P for guidelines on determining wetland acreage replacement ratios.

P. Wetlands – Replacement criteria

1. Where wetlands are altered, the applicant shall meet the minimum requirements of this section.
2. When it is proposed to alter or eliminate a wetland, the applicant shall be required to replace or enhance the functions and values of the affected wetland. The wetland values will be based on an approved evaluation procedure. The recommended ratios for replacement and enhancement of wetlands are as established in the following table. A combination of replacement and enhancement may be authorized. The applicant should coordinate with any other permitting agency (potentially Ecology, U.S. Army Corps of Engineers, and the Environmental Protection Agency) to be sure that all permitting agencies will be satisfied with the proposed ratio(s). The following table meets the standards of Wetland Mitigation in Washington State, Part 1 (Version 1, Publication No. 06-06-011a, March 2006):

Wetland Type	Enhancement Ratio (Area enhanced to area altered or destroyed)	Replacement Ratio (Replacement area to destroyed area)
Category I	16 to 1 (for unauthorized wetland impact only)	4 to 1 (for unauthorized wetland impact only)
Category II	12 to 1	3 to 1
Category III	8 to 1	2 to 1
Category IV	6 to 1	1.5 to 1

3. Replacement ratio for unauthorized wetland impact requires replacement at a ratio of two times that listed for the wetland category type. The increased ratio is based on the uncertainty of probable success of proposed replacement, projected losses of wetland functions and values, or significant period of time between elimination and replacement of wetland. Such required increases in replacement ratios will be made by the City's Shoreline Administrator after review of all pertinent data relating to the proposed or committed alteration.
4. The City's Shoreline Administrator will allow the ratios to be decreased if the applicant provides findings of special studies conducted by a qualified wetland specialist that demonstrate to the satisfaction of the City's Shoreline Administrator that no net loss of wetland function or value is attained under the decreased ratio.

5. In-kind compensation shall be provided except where the applicant can demonstrate to the satisfaction of the City's Shoreline Administrator that:
 - a. The wetland system is already significantly degraded and out-of-kind replacement will result in a wetland with greater functional value; or
 - b. Scientific problems such as exotic vegetation and changes in watershed hydrology make implementation of in-kind compensation impossible; or
 - c. Out-of-kind replacement will best meet identified regional goals (e.g., replacement of historically diminished wetland types); or
 - d. Where out-of-kind replacement is accepted, greater acreage replacement ratios may be required to compensate for lost functions and values.
6. Site-specific quantifiable criteria shall be provided for evaluating whether or not the goals and objectives for the proposed compensation are being met. Such criteria include but are not limited to water quality standards, survival rates for planted vegetation, habitat diversity indices, species abundance, or use patterns, hydrological standards including depths and durations of water patterns. Detailed performance standards for mitigation planning shall include the following criteria:
 - a. Use only plants indigenous to Benton County (not introduced or foreign species);
 - b. Use plants appropriate to the depth of water at which they will be planted;
 - c. Use plants available from local sources;
 - d. Use plant species high in food and cover value for fish and wildlife;
 - e. Plant mostly perennial species;
 - f. Avoid committing significant areas of site to species that have questionable potential for successful establishment;
 - g. Plant selection must be approved by a qualified wetland specialist;
 - h. Water depth is not to exceed six and one-half feet (two meters);
 - i. The grade or slope that water flows through the wetland is not to exceed six percent;
 - j. Slopes within the wetland basin and the buffer zone should not be steeper than 3:1 (horizontal to vertical);
 - k. The substrate should consist of a minimum of one foot, in depth, of clean (uncontaminated with chemicals, or solid/hazardous wastes) inorganic/organic materials;
 - l. Planting densities and placement of plants shall be determined by a qualified wetland specialist and shown on the design plans;

- m. The planting plan must be approved by a qualified wetland specialist;
 - n. Planting instructions shall describe proper placement, diversity, and spacing of seeds, tubers, bulbs, rhizomes, sprigs, plugs, and transplanted stock;
 - o. In the wetland buffer area, apply controlled release fertilizer at the base of the plantings the second year after planting and afterward only as plant conditions warrant (determined during the monitoring process);
 - p. Install an irrigation system, if necessary, for the initial establishment period and include sufficient mulch (not compost) to control weeds and promote moisture retention within the buffer area;
 - q. Construction specifications and methods shall be approved by a qualified wetland specialist and the City's Shoreline Administrator;
 - r. All mitigation shall be consistent with requirements of WRMC Chapter 18.16 - Flood Damage Prevention (2006), and city stormwater requirements, if applicable;
 - s. As appropriate, and if impacts to natural wetland functions and values can be fully mitigated, capacity of the wetland to store surface water should be equal to or greater than surface water storage capacity prior to the proposed activity;
 - t. As appropriate, and if impacts to natural wetland functions and values can be fully mitigated, ability of the wetland to intercept surface water runoff on the site should be equal to or greater than such ability prior to the proposed activity;
 - u. As appropriate, and if impacts to natural wetland functions and values can be fully mitigated, the ability of the wetland to perform stormwater detention functions should be equal to or greater than such functions prior to the proposed activity.
7. Wetland mitigation shall occur according to the approved wetland mitigation plan, and shall be consistent with all provisions of this regulation.
 8. On completion of construction required to mitigate for impacts to wetlands, the wetland mitigation project shall be signed off by an approved qualified wetland specialist and the City's Shoreline Administrator. Signature will indicate that the construction has been completed as planned and the mitigation would be subject to the approved monitoring program and contingency plan.

Q. Wetlands – Monitoring program and contingency plan

1. If the wetland mitigation plan includes compensatory mitigation, a monitoring program shall be implemented to determine the success of the compensatory mitigation project.

2. Specific criteria shall be provided for evaluating the mitigation proposal relative to the goals and objectives of the project and for beginning remedial action or contingency measures. Such criteria may include water quality standards, survival rates of planted vegetation, species abundance and diversity targets, habitat diversity indices, or other ecological, geological, or hydrological criteria.
3. A contingency plan shall be established for compensation in the event that the mitigation project is inadequate or fails.
4. Requirements of the monitoring program and contingency plan are as follows:
 - a. During monitoring, use scientific procedures for establishing the success or failure of the project;
 - b. For vegetation determinations, permanent sampling points shall be established;
 - c. Vegetative success equals 80 percent survival of planted trees and shrubs and 80 percent cover of desirable understory or emergent species;
 - d. Submit monitoring reports of the status of the mitigation project to the City's Shoreline Administrator. The reports are to be prepared by a qualified wetland specialist and shall include monitoring information on wildlife, vegetation, water quality, water flow, stormwater storage and conveyance, and existing or potential degradation, and shall be produced on the following schedule:
 - 1) At time of construction;
 - 2) Thirty days after planting;
 - 3) Early in the growing season of the first year;
 - 4) End of the growing season of first year;
 - 5) Twice the second year;
 - 6) Annually;
 - e. Monitor five growing seasons;
 - f. Correct for any failures in the mitigation project, and remove weeds as necessary to reduce competition with planted vegetation;
 - g. Replace dead or undesirable vegetation with appropriate plantings;
 - h. Repair damages caused by erosion, settling, or other geomorphological processes;
 - i. Redesign mitigation project (if necessary) and implement the new design;
 - j. Correction procedures shall be approved by a qualified wetland specialist and the City's Shoreline Administrator.

R. Critical fish and wildlife habitat conservation areas

Critical fish and wildlife habitat conservation areas are those areas identified as being of critical importance in the maintenance and preservation of fish, wildlife, and natural vegetation. Areas that are identified or classified as critical fish and wildlife habitat conservation areas shall be subject to the requirements of this section.

1. General. Critical fish and wildlife habitat conservation areas, which do or may exist within West Richland, are identified as follows:
 - a. Areas with which federal or state endangered, threatened, and sensitive species of fish or wildlife have a primary association and which, if altered, may reduce the likelihood that the species will maintain and reproduce over the long term;
 - b. Habitats and species of local importance, including:
 - 1) Special habitat areas that are infrequent in occurrence in the region and that provide specific habitats, as follows:
 - a) Category 1 and 2 wetlands;
 - b) Areas of pristine shrub-steppe habitat at least one acre in size;
 - c. Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat;
 - d. Waters of the state, including lakes, rivers, ponds, streams, inland waters, underground waters, and all other surface waters and watercourses within the jurisdiction of the state of Washington, as classified in WAC 222-16-031;
 - e. Lakes, ponds and streams planted with fish by a governmental agency, agency-sponsored group, or tribal entity;
 - f. State natural area preserves and natural resource conservation areas.
2. Mapping. The following documents, which may be continuously updated as new information becomes available, may be used as a guide for locating critical fish and wildlife habitat conservation areas. Note that some information is deemed sensitive and may not be released, except in accordance with applicable agreements, such as the WDFW Releasing Sensitive Fish and Wildlife Information Policy 5210 and corresponding release agreement.
 - a. WDFW Priority Habitat and Species lists;
 - b. WDNR State Natural Area Preserves and Natural Resource Conservation Area maps.
3. Regulation. Critical fish and wildlife habitat conservation areas are to be managed by maintaining the subject species in suitable habitats within their natural geographic

distribution so that isolated subpopulations are not created. This does not mean maintaining all critical habitat or individuals of all species at all times, but does mean coordinated planning and development to ensure no net loss of ecological function.

- a. Habitat Assessment. If the City's Shoreline Administrator has reason to believe that critical fish and wildlife habitat exists on or within 200 feet of a property proposed for any development activity, a habitat assessment shall be prepared by a qualified wildlife biologist. The habitat assessment shall include, at a minimum, the following:
 - 1) An analysis and discussion of critical species or habitats known or suspected to be located within 200 feet of the project site;
 - 2) A site plan that clearly delineates the critical fish and wildlife habitats found on or within 200 feet of the site.
- b. Habitat Assessment Review. The habitat assessment review shall be forwarded for review and comment to agencies with expertise or jurisdiction on the proposal, including, but not limited to, the:
 - 1) WDFW;
 - 2) United States Fish and Wildlife Service, if any federal endangered or threatened species are involved.

Comments received by the requested review agencies within 45 days of the submittal of the assessment shall be considered by the City's Shoreline Administrator. If it is determined, based upon the comments received, that critical fish and wildlife habitat does not occur on or within 200 feet of the site; the development may proceed without any additional requirements under this section. If it is determined that a critical fish and wildlife habitat is on or within 200 feet of the site, a habitat management plan shall be prepared.

- c. Habitat Management Plan. Habitat management plans required under this section shall be prepared by a qualified wildlife biologist. The habitat management plan must be prepared in coordination with and reviewed by the WDFW, and if any federal endangered or threatened species are involved, by the United States Fish and Wildlife Service. A habitat management plan shall contain, at a minimum, the following:
 - 1) Analysis and discussion on the project's effects on critical fish and wildlife habitat;
 - 2) An assessment and discussion on special management recommendations that have been developed for critical species or habitat located on the site by any federal or state agency;
 - 3) Proposed mitigation measures that could minimize or avoid negative impacts;

- 4) Assessment and evaluation of the effectiveness of the mitigation measures proposed;
- 5) Assessment and evaluation of ongoing management practices to protect critical fish and wildlife habitat after development of the project site, including proposed monitoring and maintenance programs;
- 6) Assessment of project impact or effect on water quality, and any proposed methods or practices to avoid degradation of water quality, if applicable;
- 7) Assessment of any need to interconnect the subject area with other fish and wildlife habitat to ensure that isolated subpopulations are not created.

An opportunity for review of the proposed habitat management plan shall be provided to applicable federal and state agencies. Comments received from the agencies within 45 days of circulation of the plan shall be considered by the city and, if mitigation is recommended, may be incorporated as conditions of project approval, as appropriate. If it is determined, based upon the comments received, that a project or proposal is likely to result in the extirpation or isolation of a critical fish or wildlife species the project or proposal may be denied.

4. Buffer Requirements. If it is determined, based upon a review of the comments received on the habitat management plan, that a buffer would serve to mitigate impacts to a critical fish or wildlife habitat, an undisturbed buffer shall be required on the development site. The width of the buffer shall be based upon a recommendation of at least one of the appropriate review agencies.
5. Specific Habitats – Anadromous Fish.
 - a. All activities, uses, and alterations proposed to be located in water bodies used by anadromous fish or in areas that affect such water bodies shall give special consideration to the preservation and enhancement of anadromous fish habitat, including, but not limited to, adhering to the following standards:
 - 1) Activities shall be timed to occur only during the allowable work window as designated by the WDFW for the applicable species;
 - 2) Alternative alignments or locations for the activity that do not involve the anadromous fish habitat have been considered and determined not feasible;
 - 3) The activity is designed so that it will not degrade the functions or values of the fish habitat or other critical areas; and
 - 4) Any impacts to the functions or values of the habitat conservation area are mitigated in accordance with an approved critical area report.

- b. Structures that prevent the migration of salmonids shall not be allowed in the portion of water bodies currently or historically used by anadromous fish. Fish bypass facilities shall be provided to allow the upstream migration of adult fish and to prevent fry and juveniles migrating downstream from being trapped or harmed.
 - c. Filling of water bodies, when authorized by the city of West Richland’s shoreline management master program and SEPA review, shall not adversely impact anadromous fish or their habitat, or shall mitigate any unavoidable impacts, and shall only be allowed for a water-dependent use.
6. Specific Habitats – Bald Eagle Protection. Bald eagle habitat shall be protected pursuant to the Washington State Bald Eagle Protection Rules (WAC 232-12-292). Whenever activities are proposed adjacent to a verified nest territory or communal roost, a habitat management plan shall be developed by a qualified wildlife biologist. Activities are adjacent to bald eagle sites when they are within 800 feet of a bald eagle nest, or within a one-half mile of a bald eagle nest and within 250 feet of a shoreline. The city shall verify the location of eagle management areas for each proposed activity. Approval of the activity shall not occur prior to approval of the habitat management plan by the WDFW.
7. Government and Conservation Land – Protection. In addition to the critical fish and wildlife habitat conservation areas protected in subsection A of this section, the city of West Richland hereby recognizes the benefit of undeveloped government and conservation lands that may not otherwise qualify as critical fish and wildlife conservation areas, but which still provide beneficial wildlife habitat. The land development patterns of Section 6 and Section 8 of Willamette Heights, combined with the undeveloped government-owned land in those sections and elsewhere throughout the city, contribute significantly to the habitat inventory and wildlife corridors of several species that are not endangered, threatened, or sensitive, but which are listed as state candidate and state monitored species. To recognize the benefit of these lands, the following areas are included as fish and wildlife habitat and species of local importance:
- a. Lands owned by a government entity or conservation group that have all of the following characteristics:
 - 1) Are not otherwise classified as critical fish and wildlife habitat;
 - 2) Are not public road right-of-way;
 - 3) Have a primary association with a federal candidate species, state candidate species, federal species of concern, or state monitored species, and which, if altered, may reduce the likelihood that the species will maintain and reproduce over the long term; and
 - 4) Are mapped as “Government and Conservation Land” on the city of West Richland’s map titled “Critical Fish and Wildlife Habitat Conservation Areas.”

The lands so classified are not subject to the provisions of subsections A through D of this section. However, if development of the government land is proposed, a habitat assessment shall be performed by a qualified wildlife biologist to help the city determine if the property, or a portion thereof, must be protected for the purpose of serving as a wildlife corridor or habitat to prevent the likelihood of the subject species from becoming listed as endangered, threatened, or sensitive. Private lands adjacent to such government and conservation lands shall observe a 35-foot setback and buffer.

8. **Wildlife Corridors to Be Established.** All development proposals near a future wildlife corridor, as shown on the city’s critical fish and wildlife habitat conservation areas map, shall be reviewed to determine whether the wildlife corridor, or a portion thereof, is needed across the subject property. The width of the wildlife corridor shall generally be at least 100 feet, where not restricted by existing development.

In order to allow movement of the subject species, the wildlife corridor shall preferably be maintained in a natural habitat condition and free of barriers; provided corridors with degraded, poor-quality habitat may be improved as landscaped areas when a qualified wildlife biologist or wildlife agency is satisfied that the landscaping and associated improvements will still maintain an effective wildlife movement corridor.

If a wildlife corridor is determined necessary, it shall be established by easement, or other legal method agreeable to the city, and recorded with the Benton County auditor.

S. Critical Aquifer Recharge Areas – Designation

CARAs are those areas with a critical recharging effect on aquifers used for potable water as defined by WAC 365-190-030(2). CARAs have prevailing geologic conditions associated with infiltration rates that create a high potential for contamination of groundwater resources or contribute significantly to the replenishment of groundwater. The following areas have been identified as CARAs based on local conditions:

1. **Wellhead Protection Areas of All Public Water Systems.** Wellhead protection areas shall be defined by the boundaries of the 10-year groundwater time of travel, or boundaries established using alternate criteria approved by the Department of Health in those settings where groundwater time of travel is not a reasonable delineation criterion, in accordance with WAC 246-290-135.

T. Mapping of Critical Aquifer Recharge Areas

The approximate location and extent of the CARAs are shown on the critical area map titled “Aquifer Recharge Areas.” The source of the original mapping is found in Exhibit 4-3 of the

City of West Richland Wellhead Protection Plan, September 2002. This map is to be used as a guide for the city, project applicants and/or property owners, and may be updated as new information becomes available.

U. Critical Aquifer Recharge Areas – Regulation

The following items are in place to protect CARAs and regulate activities that might potentially impact these areas:

1. City of West Richland construction standards (WRMC Title 12 – Streets, Sidewalks and Public Places (2012) and WRMC Title 13 – Public Services – Water, Sewer, Irrigation and Stormwater (2014)).
2. City of West Richland wellhead protection plan.
3. Chapter 173-218 WAC (Underground Injection Control Program).
4. State and federal regulations applicable to specific uses, including but not limited to those listed in SMP Appendix 2: Critical Area Provisions in the Shoreline Jurisdiction, Sections W and X.
5. The groundwater quality standards of Chapter 173-200 WAC.

V. Critical Aquifer Recharge Areas performance standards – General requirements

1. Activities may only be permitted in a CARA if the applicant can show that the proposed activity will not significantly affect the recharging of the aquifer and that the proposed activity will not cause contaminants to enter the aquifer. In the case of underground injection wells (drywells, infiltration trenches, drainage wells, etc.), compliance with Chapter 173-218 WAC shall typically be deemed sufficient to meet this requirement. With other activities and uses that could potentially pollute groundwater, compliance with the standards and review process of Chapter 173-200 WAC, Water Quality Standards for Ground Waters of the State of Washington, will typically apply.
2. The proposed activity must comply with the water source protection requirements and recommendations of the Federal Environmental Protection Agency, State Department of Health, Ecology, and the Benton-Franklin Health District, and as provided in the city's wellhead protection plan.
3. The proposed activity must be designed and constructed in accordance with best management practices for stormwater management, such as those found in the Eastern Washington Stormwater Manual, Ecology Publication No. 04-10-076, or its equivalent.

W. Critical Aquifer Recharge Areas performance standards – Specific uses

1. Storage Tanks. All storage tanks proposed to be located in a CARA must comply with applicable building code requirements and the following:
 - a. Underground Tanks. All new underground storage facilities proposed for use in the storage of hazardous substances or hazardous wastes shall be designed and constructed so as to:
 - 1) Prevent releases due to corrosion or structural failure for the operational life of the tank;
 - 2) Be protected against corrosion, constructed of noncorrosive material, steel clad with a noncorrosive material, or designed to include a secondary containment system to prevent the release or threatened release of any stored substances;
 - 3) Use material in the construction or lining of the tank and seals that is compatible with the substance to be stored; and
 - 4) Include leak detection features.
 - b. Aboveground Tanks. All new aboveground storage facilities proposed for use in the storage of hazardous substances or hazardous wastes shall be designed and constructed to:
 - 1) Not allow the release of a hazardous substance to the ground, ground waters, or surface waters;
 - 2) Prevent spilled or leaked materials from entering floor drains that are not part of a liquid-tight containment system designed to capture and hold hazardous materials; and
 - 3) Meet one of the following four options:
 - a) Be stored indoors on a liquid-tight concrete floor, without secondary containment if the storage area is able to contain 100 percent of the largest container in the event of a spill and prevent it from flowing or leaking out of the building.
 - b) Be stored outdoors or indoors and provided with a covered secondary containment area that can hold 110 percent of the volume of the largest storage container or 10 percent of the total volume stored, whichever is greatest, plus the displacement volume of any items inside the containment.
 - c) Be stored in an outdoor, uncovered secondary containment that can hold 120 percent of the volume of the largest storage container or 10 percent of the total

volume stored, whichever is greatest, plus the displacement volume of any items inside the containment.

- d) Be stored in a UL-certified double-walled storage tank. The volume requirements that are listed in options a), b), and c) do not apply to UL-certified double-walled storage tanks.
2. Vehicle Repair and Servicing. Within CARAs, all vehicle repairs and servicing must be conducted over impermeable pads and within a covered structure capable of withstanding normally expected weather conditions. Chemicals used in the process of vehicle repair and servicing must be stored in a manner that protects them from weather and provides containment should leaks or spills occur.
 3. Spreading or Injection of Reclaimed Water. Water reuse projects for reclaimed water must be in accordance with the adopted water or sewer comprehensive plans that have been approved by Ecology and the Department of Health.
 - a. Surface spreading must meet the groundwater recharge criteria given in RCW 90.46.010(10) and 90.46.080.
 - b. Direct injection must be in accordance with Chapter 173-218 WAC and the standards developed by authority of RCW 90.46.042.
 4. State and Federal Regulations. The uses listed below shall be conditioned as necessary to protect CARAs in accordance with the applicable state and federal regulations:

Statutes, Regulations, and Guidance Pertaining to Activities Impacting Groundwater

Activity	Statute – Regulation – Guidance
Aboveground storage tanks	WAC 173-303-640
Animal feedlots	Chapters 173-216 and 173-220 WAC
Automobile washers	Chapter 173-216 WAC, Best Management Practices for Vehicle and Equipment Discharges (Ecology WQ-R-95-56)
Below ground storage tanks	Chapter 173-360 WAC
Chemical treatment storage and disposal facilities	WAC 173-303-182

Statutes, Regulations, and Guidance Pertaining to Activities Impacting Groundwater

Activity	Statute – Regulation – Guidance
Hazardous waste generator (boat repair shops, biological research facility, dry cleaners, furniture stripping, motor vehicle service garages, photographic processing, printing and publishing shops, etc.)	Chapter 173-303 WAC
Underground injection wells (drywells, etc. – Note that any use involving stormwater, drainage, process water, or wastewater needs to be reviewed for applicability of Chapter 173-218 WAC)	Federal 40 CFR Parts 144 and 146, Chapter 173-218 WAC
Junkyards and salvage yards	Chapter 173-304 WAC, Best Management Practices to Prevent Stormwater Pollution at Vehicle Recycler Facilities (Ecology 94-146)
Oil and gas drilling	Chapter 173-218 WAC WAC 332-12-450
On-site sewage systems (large scale)	Chapter 173-240 WAC
On-site sewage systems (< 14,500 gal/day)	Chapter 246-272 WAC, Local Health Ordinances
Pesticide storage and use	Chapters 15.54 and 17.21 RCW
Sawmills	Chapters 173-303 and 173-304 WAC, Best Management Practices to Prevent Stormwater Pollution at Log Yards (Ecology 95-53)
Solid waste handling and recycling facilities	Chapter 173-304 WAC
Surface mining	WAC 332-18-015

Statutes, Regulations, and Guidance Pertaining to Activities Impacting Groundwater

Activity	Statute – Regulation – Guidance
Wastewater application to land surface	Chapters 173-200 and 173-216 WAC, Ecology Land Application Guidelines, Best Management Practices for Irrigated Agriculture

X. Uses prohibited from Critical Aquifer Recharge Areas

The following activities and uses are prohibited in CARAs (prohibited uses are based on “Critical Aquifer Recharge Areas Guidance Document” by Ecology, January 2005, Publication No. 05-10-028, and Chapter 173-218 WAC):

1. Class I, III, and IV underground injection wells (see Chapter 173-218 WAC);
2. Underground injection wells that do not comply with Chapter 173-218 WAC;
3. Landfills, including hazardous or dangerous waste, municipal solid waste, special waste, wood waste, and inert and demolition waste landfills;
4. Wood treatment facilities that allow any portion of the treatment process to occur over permeable surfaces;
5. Creosote or asphalt manufacturing;
6. Class 1A or 1B flammable liquids manufacturing as defined by the Uniform Fire Code;
7. Petroleum product pipelines; and
8. Facilities that treat or dispose of dangerous waste regulated by Chapter 173-303 WAC.

Y. Landslide and erosion hazard areas

Areas that are identified as potential landslide or erosion hazard areas shall be subject to the requirements established in this section. The requirements shall apply when the existing and/or proposed slopes fall within the parameters specified; provided, if it is satisfactorily demonstrated to the City’s Shoreline Administrator that a landslide or erosion hazard potential clearly does not exist on the site and will not be created by the proposed action, the requirements of this section may be waived.

1. Mapping. The following documents, which may be continuously updated as information becomes available, may be used as a guide for locating landslide and erosion hazard areas:
 - a. The city’s critical area map titled “Erosion hazard areas.”
 - b. The city’s critical area map titled “Hillsides with 15%+ slopes.”
2. Hillsides and Erosion Hazard Areas – Geotechnical Study Required. Development on hillsides and erosion hazard areas shall comply with the following requirements. For purposes of this section, development shall include any activity that may affect the stability of the hillside or erosion hazard area, such as excavating, grading, filling, clearing, installing stormwater systems, developing roads, installing subdivision improvements, and constructing buildings.
 - a. Geotechnical Report Requirements. A geotechnical engineering study, prepared by a qualified civil engineer or geotechnical engineer license in the state, shall be provided by the applicant and contain the items specified by the following table. When the length of the sloped area is less than that specified in the following table, a study is not required.

If a geotechnical report has been prepared and accepted by the City’s Shoreline Administrator within the previous two years for a specific site and the proposed land use development and site conditions have not changed, the report may be utilized without the requirement for a new report.

Slope of Hillside on Site and/or Adjacent Properties	Length of Slope, Measured Along Ground	Geotechnical Report
0% to 14.9% and not in an erosion hazard area	No limit	Report not required
8% to 14.9% and within an erosion hazard area	> 65 feet	Report required
15% to 24.9%	> 40 feet	Report required
25% to 39.9%	> 25 feet	Report required
40% +	> 20 feet, or more than a 10-foot	Report required

Slope of Hillside on Site and/or Adjacent Properties	Length of Slope, Measured Along Ground	Geotechnical Report
	vertical relief	

b. Contents of Report. The geotechnical report shall address each of the following, as determined applicable to the situation by the city:

- 1) Topographic data at a minimum scale of 1:240 (one inch equals 20 feet). Slope ranges shall be clearly delineated in increments of 15 percent to 24.9 percent, 25 percent to 39.9 percent, and greater than 40 percent.
- 2) Subsurface data, including boring logs and exploratory methods, soil and rock stratigraphy, groundwater levels and any seasonal variations of groundwater levels.
- 3) Site history, including description of prior grading and clearing, soil instability or slope failure.
- 4) Slope stability analysis, including calculated slope stability safety factors and identification of the maximum slope percentage or ratio to maintain a slope-stability safety factor of one and one-half or better under static conditions and one and two-tenths or better under dynamic conditions. A sufficient number of tests shall be performed to ensure that all areas proposed for development currently provide, and will continue to provide, the minimum slope-stability safety factors. All areas with less than the minimum slope-stability safety factor shall be identified on a map and in the field.
- 5) Recommended buffers from landslide hazard areas or erosion hazard areas.
- 6) Suitability of the soils and hillside to accommodate stormwater facilities, irrigation, and roof runoff, and any measures necessary to mitigate any hazards relating thereto.
- 7) Recommended seismic design criteria for development of the site, if construction is contemplated.
- 8) For areas with slopes over 25 percent, or a slope stability factor of less than two, a seismic stability analysis of the site for both preconstruction, construction, and post construction.
- 9) Recommended methods to minimize erosion and stormwater runoff from the site during and after construction.

- 10) Any special considerations needed during construction, so that temporary cuts/fills such as done for utility installation do not create situations of unsafe slope stability.
 - 11) Other site limitations and construction considerations.
 - 12) A recommendation as to whether further engineering, or observation by an engineer, is needed beyond the current project (such as when constructing houses following construction of a subdivision).
- c. **Adjacent Hazards – Study Required.** Adjacent hillside and erosion hazard areas shall also be considered to determine whether they pose a landslide or erosion hazard to the development site. “Adjacent” shall mean within 50 feet from the side or top of a sloped area exceeding 15 percent, and within 100 feet of the toe of a slope exceeding 15 percent, or within 200 feet of the toe of a slope exceeding 40 percent. Such study of adjacent hillside and erosion hazard areas need not involve a full geotechnical engineering study, as outlined above, if a qualified engineer provides written certification that the adjacent area, in its present condition, does not constitute a hazard to the development of the site.
 - d. **Implementation.** Project construction, if authorized, shall be required to implement all recommended requirements of the geotechnical report, and any additional requirements as determined by the department. In addition, should adjacent properties be adversely impacted by the implementation or construction, additional mitigation measures necessary to minimize or eliminate these impacts shall be implemented by the applicant.
 - e. **Development Restricted within Erosion Hazard Areas.** Development within an erosion hazard area may only be authorized when:
 - 1) The erosion hazard to public and private property and to the public health and safety can be mitigated to the extent that the erosion hazard no longer presents a significant risk, as determined by the geotechnical engineer and city after review of the geotechnical study. The city may require professional assurances from the geotechnical engineer, developer, and property owner; and
 - 2) The area is not within a landslide hazard area.
 - f. **Development Restricted within Landslide Hazard Areas.** Except as provided below, development within a landslide hazard area and its recommended buffer is prohibited. Furthermore, no landslide hazard shall be created or increased in size or hazard by any development. Landslide hazard areas include all areas with a slope stability factor of less than one and one-half for static conditions of one and two-tenths for dynamic conditions, as calculated by a qualified geotechnical engineer. Analysis of

dynamic conditions shall be based on a minimum horizontal acceleration as established by the current version of the building code.

- 1) Exception 1: An existing lot may be developed with a single-family dwelling in landslide hazard areas with a slope stability safety factor of at least one in static and dynamic conditions, provided a qualified engineer certifies that accepted engineering techniques will mitigate the impact of the contemplated improvements and that the hazard to neighboring properties will not be increased over existing conditions.
 - 2) Exception 2: Utility lines, utility facilities, and unpaved maintenance roads that follow the existing ground surface (grading to provide a drivable road surface is okay, but no cut/fill banks); provided no alternative locations or routes outside of the hazard area exist, and a qualified engineer certifies that accepted engineering techniques will mitigate the impact of the contemplated improvements and that the hazard to neighboring properties will not be increased over existing conditions.
- g. The creation of lots containing landslide hazard areas and their buffers is subject to the following:
- 1) No lot shall be created that is wholly within a landslide hazard area or its buffer.
 - 2) Development of the property shall not create any landslide hazard areas where they did not exist previously.
 - 3) A lot that is located only partially within a landslide hazard area or its buffer is not precluded from being created; provided, that the area of the proposed lot that is outside of the landslide hazard area and its buffer contains a suitable building site to accommodate the contemplated improvements, and access to the building site is not within a landslide hazard area and its buffer.
- h. Notice of Title. The owner of any property with a field-verified erosion hazard, landslide hazard, or associated buffer, as identified through a geotechnical report, shall file for record with the Benton County auditor a notice of such in a form substantially as set forth below. Such notice shall provide notice in the public record of the presence of the erosion hazard, landslide hazard, or associated buffer; the application of this chapter to the property; and that limitations on actions in or affecting such critical areas and their buffers may exist. The notice shall be notarized and shall be recorded prior to approval of any development of such site. The notice shall run with the land and shall be substantially in the following form:

EROSION HAZARD AND/OR LANDSLIDE HAZARD NOTICE

Legal Description:

Present Owner: _____

NOTICE: This property contains an identified erosion hazard/landslide hazard/erosion hazard buffer/landslide hazard buffer (select applicable) as defined by City of West Richland Ordinance. Restrictions on use or alteration of the hazard area(s) or their buffers exist due to natural conditions of the property and resulting regulations. Contact the City of West Richland for more information.

Date

Owner's Signature

- i. Disturbance Limitations. The edge of an erosion hazard, landslide hazard, and associated buffer shall be clearly staked, flagged, and fenced prior to any adjacent site clearing or construction. Markers shall be clearly visible and weather-resistant. Authorized site clearing shall not commence until such time that the project proponent or authorized agent for the project proponent has submitted written notice to the city that the buffer requirements of this section have been met. Field marking of the buffer shall remain in place until all phases of construction have been completed and an occupancy permit has been issued by the city.
- 3. Other Laws and Regulations. No approval granted pursuant to this chapter shall remove an obligation to comply with the applicable provisions of any other federal, state, or local law or regulation.

Z. Seismic hazard areas.

1. Identification. Seismic hazard areas include those areas that are susceptible to severe damage as the result of earthquake-induced ground shaking, slope failure, settlement, soil liquefaction, or surface faulting.
 - a. Seismic hazard due to ground shaking is depicted at a regional scale on the map “Site Class Map of Benton County, Washington,” by Stephen P. Palmer, et. al., published September 2004 by the Washington State Department of Natural Resources. Those areas depicted as Site Class D to E and higher shall be considered potential seismic hazard areas. A site-specific evaluation is necessary to analyze the actual ground conditions and the potential for amplified ground shaking, as measured by the site class or other more quantitative analysis.
 - b. Slope failure due to seismic activity is addressed in the landslide and erosion hazard section, and is not regulated further by this section.
 - c. Settlement during seismic activity is typically an issue with fill areas, whether naturally occurring or created through human action. Potential fill areas shall require soil testing and compaction testing pursuant to applicable building code standards. A map depicting known or potential fill areas may be created as a resource for identifying such areas.
 - d. Soil liquefaction potential is depicted at a regional scale on the map “Liquefaction Susceptibility Map of Benton County, Washington,” by Stephen P. Palmer, et. al., published September 2004 by the Washington State Department of Natural Resources. Those areas depicted with a “moderate to high” or “high” liquefaction susceptibility shall be considered seismic hazard areas. Site-specific evaluation is necessary to analyze the actual conditions and potential for liquefaction. Areas subject to liquefaction are typically characterized by loose, sandy soils in association with a high groundwater table. As ground shaking occurs, the soil rapidly loses its strength and behaves like quicksand.

Some low-lying areas on the southern part of the city are known to have high groundwater and deposited sandy soils that may constitute localized liquefaction hazards (portions of the Polo Club developments and the greater Lakes area). Localized areas with liquefaction potential will be mapped as such additional information becomes available. Whether a site is mapped or not, any area with the characteristics of high groundwater and sand or cobble soils shall be further evaluated by a qualified consultant to determine the liquefaction susceptibility of the site.

- e. Surface Faulting. The Rattlesnake-Wallula fault system runs from the Rattlesnake Mountain area in Yakima County to the Milton-Freewater area. The fault system

passes along the southwest boundary of the city, running along the anticline fold that forms Red Mountain, Candy Mountain, and Badger Mountain, etc. Further to the southwest is the Horse Heaven Hills fault system. Both systems are considered Quaternary fault systems, meaning they have been recognized at the ground surface and they have moved within the last 1,600,000 years. In the document “The National Seismic Hazards Maps and Eastern Washington Seismic Hazard Assessment,” by Art Frankel, United States Geological Survey (USGS), Golden, CO, Oct. 16, 2007, it is noted that the Rattlesnake-Wallula Fault system has a vertical slip rate of 0.043 millimeters per year, and an estimated recurrence time for a 6.5M or greater earthquake at 11,000 years.

The Benton County hazard mitigation plan, prepared for Benton County emergency services and the cities within the county by HDR Engineering, Inc., discusses earthquake hazards for the county and concludes in Chapter 5.3 that the likelihood of a major earthquake occurring within their five-year planning period is low. West Richland adopted the applicable portions of the plan April 5, 2004.

The approximate location of the Rattlesnake-Wallula fault system is depicted on the seismic hazard map. The source of the line, which is only considered accurate within plus or minus 450 feet, is the U.S. Geological Survey, 2006, Quaternary Fault and Fold Database for the United States, accessed August 2008, from USGS website: <http://earthquakes.usgs.gov/regional/qfaults/>.

The presence of the fault systems are considered in the 2008 USGS National Seismic Hazard Maps, which will be used for future editions of the International Building and Residential Codes. The building code standards shall generally be considered adequate to address the surface faulting hazards in the city; nevertheless, further study and mitigation is not precluded from being required through the SEPA process when conditions warrant.

2. Regulation. Applications for development potentially within a seismic hazard area susceptible to ground shaking (Site Class D to E and higher ratings), settlement (fill areas), or liquefaction (“moderate to high” or “high” rating) shall be accompanied by a geotechnical report prepared by a geologist or geotechnical engineer licensed as a civil engineer with the state. If it is satisfactorily demonstrated that such a seismic hazard does not exist on the site, the requirements of this section may be waived. This section is intended for use primarily at the planning stage of development, such as in conjunction with the review of a proposed subdivision, conditional use permit, etc. If development is limited to a building permit (no SEPA or land use permit), a seismic risk analysis, pursuant to the requirements of the most recently adopted edition of the International Building or Residential Code, shall be conducted and the geotechnical report requirements of this section may be waived.

3. Geotechnical Report Requirements. The required report shall evaluate the existing site conditions, including geologic, hydrologic and site capability to accommodate the proposed activity. At a minimum, the following shall be included:
 - a. Analysis of subsurface conditions;
 - b. Delineation of the site subject to seismic hazards; and
 - c. Analysis of mitigation measures that may be employed to reduce or eliminate seismic risks, including an evaluation of the effectiveness of mitigation measures.
4. Implementation. Project development shall be required to implement all recommended requirements of the geotechnical report referenced in subsection 3 of this section, and any additional requirements as determined by the City's Shoreline Administrator. If the hazard cannot be fully mitigated, the development may be denied. Compliance with the seismic requirements of the current and future editions of the International Building and Residential codes, as applicable at the time of application for development, is required for all construction in seismic hazard areas.

AA. Flood hazard areas

Areas which are prone to flooding and which are identified in the Federal Emergency Management Administration flood insurance rate maps for the city of West Richland (September 30, 1981) shall be subject to the requirements of this section.

1. Regulation. All development within flood hazard areas shall be subject to the requirements of the City of West Richland flood hazard construction standards in SMP Chapter 4: General Regulations, Section 4 and WRMC Chapter 18.16 - Flood Damage Prevention (2006).

BB. Maintenance of existing structures

Structures and facilities lawfully existing prior to the adoption of the ordinance codified in this Appendix shall be allowed to be maintained and repaired without any additional review procedures under this title (other titles and permits may still apply); provided, the maintenance or repair activity itself remains consistent with the provisions of this Appendix and does not increase its nonconformity of such structures or facilities. Additionally, such construction activity shall not prove harmful to adjacent properties. Maintenance consists of usual actions necessary to prevent a decline, lapse, or cessation from a lawfully established condition. Repair consists of the restoration of a structure or facility comparable to its original condition within two years of sustaining damage or partial destruction. Maintenance and repair shall include damage incurred from accident, fire or the elements. Total

replacement of a structure or facility, which is not common practice, does not constitute repair. In addition to the requirements of this section, the requirements of WRMC Chapter 17.72 – Nonconforming Use (2007) shall apply.

CC. Performance bonding

As part of any mitigation plan that is not fully completed prior to commencing the proposed development activity, the city shall require the applicant to post a performance bond or other security in a form and amount deemed acceptable by the city to insure mitigation is completed and successful.

1. The performance bond or other security shall be 150 percent of the estimated cost of the uncompleted actions or the estimated cost of restoring the functions and values of the critical area that are at risk, whichever is greater.
2. The bond shall be in the form of a surety bond, performance bond, assignment of savings account, or an irrevocable letter of credit guaranteed by an acceptable financial institution with terms and conditions acceptable to the city attorney.
3. Bonds or other security authorized by this section shall remain in effect until the city determines, in writing, that the standards bonded for have been met. Bonds or other security shall be held by the city for a minimum of three years to ensure that the required mitigation has been fully implemented and demonstrated to function, and may be held for longer periods when necessary.
4. Depletion, failure, or collection of bond funds shall not discharge the obligation of an applicant or owner to complete required mitigation, maintenance, monitoring, or restoration.
5. Public development proposals shall be relieved from having to comply with the bonding requirements of this section.
6. Any failure to satisfy critical area requirements established by law or condition including, but not limited to, the failure to provide a monitoring report within 30 days after it is due, or to comply with other provisions of an approved mitigation plan, shall constitute a default, and the city may demand payment of any financial guarantees or require other action authorized by the municipal code or any other law.
7. Any funds recovered pursuant to this section shall be used to complete the required mitigation.

DD. Suspension – Revocation – Compliance monitoring

In addition to other penalties provided elsewhere, the City’s Shoreline Administrator may suspend or revoke an approval if it finds that the applicant has not complied with any or all of the conditions or limitations set forth in the approval, has exceeded the scope of work set forth in the approval, or has failed to undertake the project in the manner set forth in the approved application.

To assist in the enforcement of this Appendix, the city may require or perform periodic monitoring of critical area sites and their buffers before, during, and after any permitted development activity on or near a critical area. Such monitoring should include photos, land use surveys, and other documentation of the condition of the critical area and its buffer.

EE. Penalties and enforcement

1. The City’s Shoreline Administrator shall have authority to enforce this Appendix, any rule or regulation adopted, and any permit, order, or approval issued pursuant to this Appendix, against any violation or threatened violation thereof. The City’s Shoreline Administrator is authorized to issue violation notices and administrative orders, levy fines and/or institute legal actions in court. Recourse to any single remedy shall not preclude recourse to any of the other remedies. Each violation of this Appendix, or any rule or regulation adopted, or any permit, permit condition, approval, or order issued pursuant to this Appendix shall be a separate offense, and, in the case of a continuing violation, each day’s continuance shall be deemed a separate and distinct offense. All costs, fees, and expenses in connection with enforcement actions may be recovered as damages against the violator.
2. The City’s Shoreline Administrator may serve upon a person a cease and desist order if any activity being undertaken in a designated critical area or its buffer is in violation of this Appendix. Whenever any person violates this Appendix or any approval issued to implement this Appendix, the City’s Shoreline Administrator may issue an order reasonably appropriate to cease such violation and to mitigate any environmental damage resulting therefrom.
3. Any person who undertakes any activity within a designated critical area or within a required buffer without first obtaining an approval required by this Appendix, except as specifically exempted, or any person who violates one or more conditions of any approval required by this Appendix or of any cease and desist order issued pursuant to this Appendix may incur a civil penalty as provided for in WRMC Chapter 17.81 – Administration and Enforcement (2007).

4. The city's enforcement of this Appendix shall proceed according to SMP Chapter 6: Administration Section K: Enforcement and Penalties, WRMC Chapter 17.81 – Administration and Enforcement (2007), Shoreline Management Act 90.58.200 and .210, and WAC 173-27 Part II.

APPENDIX 6

BENTON COUNTY'S

COUNTY-WIDE PLANNING POLICIES

Adopted per Benton County Resolution 2017-127

Introduction & Overview:

The Washington State Growth Management Act (GMA) requires that cities and counties adopt comprehensive plans. The GMA further requires that counties adopt Countywide Planning Policies (CWPPs), in cooperation with the cities located in whole or in part within the county. CWPP establish a countywide framework for developing and adopting county and city comprehensive plans. The role of the CWPP is to coordinate comprehensive plans of jurisdictions in the same county for regional issues or issues affecting common borders (RCW 36.70A.100). Under state law, RCW 36.70A.210(1) describes the relationship between comprehensive plans and CWPPs. It says that:

a 'countywide planning policy' is a written policy statement or statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted pursuant to this chapter. This framework shall ensure that city and county comprehensive plans are consistent as required in RCW 36.70A.100. Nothing in this section shall be construed to alter the land use powers of the cities.

In order to achieve the objectives above, and to ensure that regional planning efforts and governmental actions are consistent with current legal requirements and information, substantial revisions to the Benton County CWPPs have been proposed. The development of these revisions was a collaborative process between the County and the cities.

History:

In 1991, one year after the Washington State Legislature enacted the Growth Management Act (GMA), the GMA was amended to require that Countywide Planning Policies (CWPPs) be adopted within those counties subject to the GMA. The first Benton County Countywide Planning Policies were adopted on September 28, 1992.

Amendments and Adoption:

In the years since the last CWPPs were adopted in Benton County, the GMA has evolved through amendments and judicial interpretations provided by the GMA and the courts. The revised CWPPs attempt to provide procedures for County and city/town coordination to address these issues.

The GMA does not specifically address amendments to the CWPPs; however, it has become apparent that the Benton County CWPPs should be updated in order to better address countywide planning concerns and coordination between jurisdictions in the County. A public hearing was held by the Benton County Planning Commission on April 12, 2016.

Benton County is the lead agency for this proposal and has determined that it does not have a significant adverse impact on the environment and a Determination of Non Significance was issued on February 10, 2016.

In order to comply with GMA requirements and the adoption/amendment procedures identified below, all jurisdictions in Benton County must agree to the adoption of the revised CWPPs. This process will involve the planning departments, planning commissions, and elected representatives of each jurisdiction. In order to facilitate this process, Benton County, in consultation with the cities, has developed the following adoption/ratification process for the draft CWPPs:

1. Benton County Planning Commission recommendation on proposed CWPPs.
2. The Benton County Board of Commissioners (BOCC) adopts a resolution agreeing in principle to the proposed CWPPs, but acknowledging that changes may need to be made based on input from each jurisdiction. The BOCC's resolution will contain a statement requiring that each jurisdiction ratify the CWPPs adopted by Benton County and will lay out a schedule for future approval steps.
3. CWPPs approved by Benton County BOCC reviewed by each jurisdiction's Planning Commission.
4. The elected body of each jurisdiction passes a resolution which states that the jurisdiction either: (a) supports the CWPPs in their entirety, (b) rejects the CWPPs in their entirety, or (c) supports the CWPPs with specific changes.
5. If specific changes are identified by a jurisdiction in step four, the Benton County Planning Department and Planning Commission may amend the CWPPs and attempt to reconcile and conflicting changes.
6. The Benton County BOCC adopts, by ordinance, the final CWPPs.

References:

Benton County. (1992). Countywide Planning Policies.

Benton County Comprehensive Plan.

BENTON COUNTYWIDE PLANNING POLICIES

Countywide planning policy is a written policy statement or statements used solely for establishing a countywide framework from which County and City comprehensive plans are developed and adopted. This framework will ensure that City and County comprehensive plans are consistent with statewide planning policies and as required by the Growth Management Act.

POLICIES TO IMPLEMENT RCW 36.70A.110;

Policy #1: The Comprehensive Plans of Benton County and each of the cities therein shall be prepared and adopted with the objective to facilitate economic prosperity by accommodating growth consistent with the following:

1. Urban Growth. Encourage development in urban areas where adequate public facilities exist or can be provided in a cost efficient manner.
2. Reduce the inappropriate conversion of undeveloped land into low density development lacking adequate services, injurious to ground and surface water quality, destructive to the area's agricultural lands base and less than cost effective relative to public service costs.
3. Transportation. Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
4. Property rights. Private property rights shall not be taken for public use without just compensation having been made. The property rights of land owners shall be protected from arbitrary and discriminatory actions.
5. Permits. Maintain a permit review process that provides for integrated and consolidated review.
6. Natural resource industries. Maintain and encourage natural resource-based industries, including agricultural, fisheries and mineral industries.
7. Open space and recreation. Encourage the retention of open space and the development of recreational opportunities, conserve fish and wildlife habitat, and increase access to natural resource lands and water.
8. Environment. Protect the environment and enhance the region's high quality of life, including air and water quality and the availability of water.
9. Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
10. Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum

standards. With the exception of water, sewer, and local access streets, which shall be available at the time of occupancy, the term "adequate" shall be defined as either available at the time of occupancy, or shown on the current Capital Improvement Plan (CIP), as a funded project within six years.

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

POLICIES FOR PROMOTION OF CONTIGUOUS AND ORDERLY DEVELOPMENT AND THE PROVISION OF URBAN SERVICES TO SUCH DEVELOPMENT;

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

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

Policy #4: That Urban Growth Areas of each City shall be based upon official and accepted population projections for minimum of 20 years. The gross undeveloped and underdeveloped acreage within the city limits and the Urban Growth Area shall be sufficient to meet all the land requirements, for the following: community and essential public facilities, population projection, commercial and industrial activities, employment projections, infill and to prevent inflation of land cost due to a limited land supply.

a. The jurisdictions within the county shall use a uniform formula for identifying the land area necessary per capita for each community. Each jurisdiction's population projection shall be multiplied by its gross per capita land area requirement, which in the aggregate will define total land needs within the Urban Growth Area (UGA).

The uniform formula is as follows:

$A + B + C + D + E + F + G + H + I + J + K = \text{acreage/per capita (or acreage per dwelling unit if per capita is divided by average household size) where:}$

- A = residential land per capita; (or DU)
- B = parks and recreational area per capita;
- C = area required for public facilities (fire stations, jails, etc.,) per capita;
- D = area required for schools per capita;

- E = commercial area per capita, or per employee;
F = industrial/manufacturing area per capita;
G = open space (golf courses, etc.) per capita;
H = public service lands required for transportation network, easements and R.O.W.s per DU;
I* = use 70% build-out for all residential lands;
J = add 25% to the total of A Through I for land supply/demand balance;
K = land credit for undevelopable lands i.e. Critical Areas including steep slopes, wetlands, habitat, etc. within the UGA.
* The same factor should be used for all jurisdictions.

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

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

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

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

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

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

POLICIES FOR SITING PUBLIC FACILITIES OF A COUNTYWIDE OR STATEWIDE NATURE;

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

At the Countywide and multi-county level, the following action should be accomplished:

- a. Develop a uniform siting procedure which enables selection of optimum project sites and appropriate size and scale relative to intended benefit area.

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

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

- a. Utilize the existing Benton-Franklin Solid Waste Advisory Committee.

POLICIES FOR COUNTYWIDE TRANSPORTATION FACILITIES AND STRATEGIES;

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

POLICIES THAT CONSIDER THE NEED FOR AFFORDABLE HOUSING, SUCH AS HOUSING FOR ALL ECONOMIC SEGMENTS OF THE POPULATION AND PARAMETERS FOR ITS DISTRIBUTION;

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

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

POLICIES FOR JOINT COUNTY AND CITY PLANNING WITHIN URBAN GROWTH AREAS;

Policy #16: Urban growth areas may include territory located outside of a city if such territory may be characterized by urban growth or is adjacent to territory already characterized by urban growth. Within urban growth areas, only urban development may occur. For the purposes of locating urban growth areas, and permitting new development within them, "Urban" is defined as:

- a. Having dedicated and improved (surfaced) streets, with dimension, design and construction standards for new development determined by "joint city/county standards" and;
- b. For new development, road, street and intersection right-of way widths located and sized to accommodate projected local and regional average daily traffic (ADT) as determined by each jurisdictions Land Use Plan Transportation Element and, where relevant, projections of the Benton

Franklin Council of Governments.

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

a. Joint development standards shall be adopted by all jurisdictions. Standards may vary between the County and various incorporated jurisdictions.

POLICIES FOR COUNTYWIDE ECONOMIC DEVELOPMENT AND EMPLOYMENT;

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

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

a. An economic development element should be integrated into the comprehensive plan of each jurisdiction. The economic development element should establish goals and policies for each jurisdiction; actively promote employment opportunities for family-wage jobs; support the retention and expansion of businesses and industry in Benton County; support development of public schools; encourage the development of tourist-related businesses, including those that capitalize on area agricultural and other resources.

b. Comprehensive Plans should foster and promote a natural environment that will contribute to economic growth and prosperity, and a business environment that offers diverse economic opportunities for businesses of all types and sizes in the region.

c. The County and Cities should encourage public and private agency cooperation and participation in the comprehensive planning process. These agencies should cooperatively evaluate trends and opportunities to identify strategies meeting long-term economic needs for the County region.

d. The County and Cities agree that Benton County may establish economic development strategies and implementation criteria for siting major industrial and resource based development within rural areas of the County in accordance with RCW 36.70A.365.

- e. The provision of utilities and other supporting urban governmental services to commercial and industrial areas should be coordinated and assigned a high priority by utility purveyors and service providers.
- f. A Countywide land use inventory should be established to monitor commercial and industrial land supply.
- g. Support the development of public schools in areas where present or can be extended, is financially supportable at urban densities, where the extension of public infrastructure will protect health and safety, as per WAC 365-196-425(3)(b).

AN ANALYSIS OF THE FISCAL IMPACT.

Policy #20: Capital Improvement Plans and Land Use Plans, shall conduct fiscal analyses which identify and refine the most cost effective use of regional and local public services. This should be accomplished through actions including the following:

- a. City's six year CIPs for streets, water, and sewer should show infrastructure sized to accommodate build-out of service areas within the 20 year urban growth area, at a minimum.
- b. Construction design and placement standards for roads, intersections and streets (with provisions for storm water conveyance), sewer, water and lighting infrastructure, should be determined based upon an analysis which identifies the lowest public expenditure over extended periods of time. Utilities should be incorporated into such analyses.
- c. Build out scenarios should be factored into school, fire and police service demand projections.

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

AMENDING POLICIES.

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

The County Commissioners will review the policies and cause a final proposal to be transmitted to the cities for ratification and ultimately back to the Board of Commissioners for final action. The County Wide Planning Policies will be considered adopted when ratified by the cities and approved by the Board of Commissioners. Cities agree to take action within 45 days of the transmittal of the proposal and to submit resolutions of ratification to the county to document the action taken by the city.

The Board of Commissioners agrees to adopt the ratified policies without modification upon receipt of notice that at least three cities have acted affirmatively. The Commissioners will convene to consider possible modifications to these policies if ratification is not accomplished.

Future amendments to the County Wide Planning Policies may be considered when proposed by the County or a City.

LOCATE URBAN GROWTH AREAS

Population Projections

1. Review and comment on preliminary OFM population projections due in Dec. 91.
2. Legislative bodies of each jurisdiction to review OFM population projections.
3. Update the existing land use inventory to reflect current conditions (use county GIS when available in 3-92, to provide county-wide land use inventory).
4. GMC derives formula for allocation of OFM population projections -sends formula to individual jurisdictions via the BCPPC.

-BCPPC sends to indiv. jurisdictions legislative bodies for review

-BOCC takes action on pop.allocation

Land Use Element Map

1. Identify accepted uniform planning criteria used for locating Urban Growth Areas:
 - natural physical barriers and roads
 - existing service capacity (supply/deficit)
 - projected service capacity (new supply)
 - planning objectives (GMA req.) and;
2. Uniform criteria for insuring adequate land supply within Urban Growth Areas:
 - enable growth without creating excess demand for services, congestion etc.,
 - discourage sprawl without grossly inflating land costs;

3. Identify uniform, established candidates for the supply of developable land within the Urban Growth areas:

-vacant, underutilized, partially utilized

4. Identify uniform, established candidates for lands to be excluded from development, such as lands:

-needed for R.O.W.

-hazardous, critical, open space etc.,

-too costly to provide services

-to be zoned agricultural with Transfers of Density Rights (TDRs)

5. Map existing public, private and semi-public service district boundaries and;

6. Inventory all existing capital facilities for public, private and semi-public service providers, and transportation network, identify existing capacity:

water

sewer

fire

police

schools

ports

parks

libraries

hospital

communications

7. Confer with BFRC to establish current level transportation data re: inventory

-each jurisdiction to build on BFRC transportation data; define local street conditions, capacities, programmed and needed improvements.

8. Inventory housing stock - identify existing supply/demand ratio by housing.

9. Using Population Projections per jurisdiction, accomplish the following:

-project new housing mix/type and occupancy rates;

-identify projected gross new demands for services identified in item #5, above;

- equate existing services infrastructure capabilities and C.I. P.s with gross new demands;

- identify new C.I.s, (supplies of water, sewer, school, rec. fac. etc.,) necessary to meet gross new demands;

- survey options to meet gross new service with cost effectiveness on essential services (i.e., water and sewer, road maintenance as a priority) and; type, identify present need (use Census);

- with the cost effectiveness of meeting other services demands as a consideration.

10. Contact each utility purveyor. Solicit participation on LUE advisory committees on relevant issues.

11. Inventory facilities/capacities of existing utility services, identify current plans for new facilities and capacities including but not limited to electric, telecommunications, natural gas. Rely on BFRC data.

12. lands such as: utility and transportation corridors, landfills, sewage treatment facilities, recreation, schools etc.,

- integrate existing information from comp. plans, needs assessments, pop. projections, into one joint list of needed public lands;

- county must work with state and cities to identify areas of shared need and shall prepare a prioritized list with estimated acquisition dates;

- capital acquisition budget for each jurisdiction with jointly agreed upon priorities and schedule.
*

13. Identify Open Space Corridors within and between Urban Growth Areas, including:

- lands used or designated as recreational, wildlife habitat, trails, and "critical areas" as defined in sec .3

- optional: develop a mechanism to purchase fee simple or lesser interests in these open spaces using funds authorized by RCW 84.34.230 *

- develop an acquisitions list for those lands with critical resources imposing extreme constraints on development *

14. Draft a procedure, including siting criteria, for locating/approving essential public facilities.

- review list of essential facilities provided by OFM with the objective to identify those suitable for location in urban vs rural areas.

15. Consistent with the revised Policies in the Comp. Plan Texts, integrate population projections, land use and capital facilities inventory data, lands necessary for new capital facilities, and total land requirements to support population projections densities, open space and critical/natural areas (set asides) into new 20 year Urban Growth Areas.

16. Review of Urban Growth Areas by each jurisdiction's legislative body.
17. BOCC adopts Urban Growth Areas, then;

PREPARE DRAFT LAND USE MAP

Map Designations

1. Prepare Draft Land Use Map with general distribution, location and extent of land uses, and:
 - Urban Growth Areas and Rural Lands;
 - Open Space;
 - Public Facilities and lands;
 - population densities;
 - building intensities;
 - est. future pop. densities (multiply av. bldg. densities X pers/household:

* not necessary for locating urban growth boundaries

APPENDIX 7

PUBLIC PARTICIPATION RECORD

Background

The Washington State Growth Management Act (GMA) Revised Code of Washington (RCW) 36.70A, sets forth several state planning goals. Included in the statewide goals is RCW 36.70A.020 (11), which states in part, “Encourage the involvement of citizens in the planning process...” Citizen participation is further addressed in RCW 36.70A.035 Public Participation – Notice Provisions and 36.70A.140 Comprehensive Plans – Ensure Public Participation.

RCW 36.70A.140 of the GMA requires each city planning under the GMA to “establish and broadly disseminate to the public a public participation program.” This section of the GMA further requires the city provide for “early and continuous public participation in the development” of the city’s comprehensive plan or any amendments.

The Washington Administrative Code (WAC) 365-196-600(3) provides recommendations for meeting the public participation requirements of the GMA. The City of West Richland used these guidelines, as demonstrated below.



Key Dates and Milestones

Formal Update Process Begins:

June 16, 2015: Council adopts Resolution 23-15, indicating the formal beginning of the Comprehensive Plan update process and includes the Public Participation Plan.

- City staff adds a copy of the Resolution and the Public Participation plan to the City’s page dedicated to the Comprehensive Plan Periodic Update on the website www.westrichland.org.
- Staff links a copy of the current Comprehensive Plan document to the dedicated page

Public Engagement Period:

January 2016 - May 2016: A Community Survey, developed by AHBL (Consultant) and reviewed by City staff, is available online and via distribution of written copies.

- Fifty-eight people complete the survey (all identifying as West Richland residents).
- All surveys are completed online; no written surveys are returned.

February 2016: AHBL interviews six individuals identified by City Staff as stakeholders/ community leaders.

Comprehensive Plan Periodic Update

Department Site Navigation: [Community Development Main Page](#) | [Development Services Resources](#) | [Comprehensive Plan Periodic Update](#) | [Economic Development](#) | [Code Enforcement](#) | [Frequently Asked Questions](#)

The City of West Richland is in the process of updating their comprehensive plan, per the state-required **periodic update**. A **periodic update** of the Comprehensive Plan is due no later than June 30, 2017.

Every county and city in the state is required to conduct a periodic update of its comprehensive plan and development regulations, though the obligation varies depending on whether the jurisdiction is fully or partially planning ([RCW 36.70A.130\(1\)](#)). The City's Comprehensive Plan includes goals and policies that provide guidance for public and private decision makers. The Plan Provides the basis for designating land use, infrastructure development, and for implementing community services. Amendments to the Plan are considered on an annual basis, while a **periodic update** is performed every decade, to ensure compliance with new laws and regulations, and to re-visit the process of consulting the public on goals, policies and long-term strategies, and make necessary adjustments based on growth patterns and demand.

- The City officially began the **periodic update** on June 16, 2015 with the passage of [Resolution 23-15](#).
- Participation of the public is an essentially part of the update process. The city adopted a [Public Participation Plan](#) to describe how this will be accomplished.

You can read the City's current [Comprehensive Plan document at this link](#) (Note: this is a large file and will take some time to download).

Upcoming Workshops:

Thursday, October 20, 2016 @ 5:00 PM in the City Council Chambers

Quick Links

- Contacts
- Public Hearings and Notices
- Calendar
- News/Information for Residents
- Citizen Action Line
- Employment Opportunities
- Make a Utility Payment
- Commercial Land for Sale or Lease
- Belmont Business District
- Master Fee Schedule
- Utilities
- Comprehensive Plan Periodic Update
- Official Zoning Map 06-11-16
- West Richland Municipal Code
- Log in to City Webmail
- Tri-Cities Food Bank West Richland
- Branch Delayed
- Proposed 2017-2018 Biennial Budget
- 2017-2018 Biennial Budget
- Levy LID Lift/Ballot Proposition Information
- Library Funding Options Calculator
- Library Information
- Library Levy LID Lift Fact Sheet 2016
- Library Blue Ribbon Committee
- Baleman Island Causeway Project
- Manhattan National Park Project
- Utility Insect Newsletters
- Online Services

Like Us on Facebook

City of West...
187 likes

Like

City of West Richland website screenshot (October 20, 2016)

February 11, 2016: The Planning Commission hosts a **Visioning Public Workshop**.

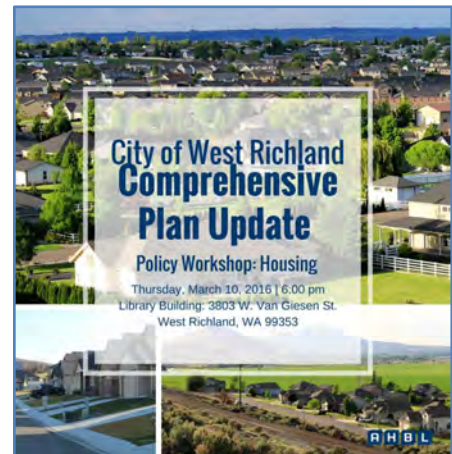
- The purpose of the workshop is to:
 - Inform and engage residents and other interested parties in the update process
 - Explain why the current Comprehensive Plan is being updated
 - Receive detailed input from the public about their vision for the future of the City
 - Outline the opportunities for public input
- Six people complete the sign-in sheet (but more attend)

March 10, 2016: The Planning Commission hosts a **Land Use – Housing Strategies Public Workshop**

- Five people complete the sign-in sheet
- Attendees break into smaller groups and discuss housing needs and strategies for the City

April 14, 2016: The Planning Commission hosts a **Jobs and Infrastructure Public Workshop**

- Approximately eight members of the public attend, in addition to the Planning Commission and staff present
- The city's Public Works Director attends the meeting and responds to several questions from the audience relating to transportation, the water system, the sewer system, and stormwater management; a majority of the discussion relates to current projects, and to state grants
- AHBL provides attendees with Fact Sheets on employment, population, and industry growth
- City Staff provides an update about the status of DNR-owned property near the planned I-82 interchange; the land is tied-up in twenty-year leases for wine grape (and other agricultural) production
- Participants address and discuss concepts included in the city's 2013 Economic Development Plan and the audience affirms the plan remains valid



- Small group discussions are organized around the topics of transportation and capital facility needs, non-motorized transportation, and physical activity factors
- Groups and individuals use worksheets to prioritize transportation projects/ strategies

May 12, 2016: The Planning Commission hosts a **Community Character Public Workshop**

- In addition to the Staff, consultant team and the planning commission, six people attend the workshop
- Many participants highlight their preference for a set of standards and guidelines for prospective developers and note that they desire an approach where the City could distinguish between what is “required” versus “preferred” in the community
- Participants indicate support for more “consistency” (in development standards and outcomes) between different parts of town, or more gradual transitions between different zones

July 27, 2016: The City hosts a joint workshop of the Park Board and the Economic Development Board

- The purpose of this workshop is to solicit input from City board members
- Ten people signed the attendance sheet, which included members of the boards
- ECONorthwest (Economic Development consultant) attends the meeting
- Discussion centers on the following themes: first impressions at the entrance to the city, the prevalence of home-based businesses, the desire for commercial uses near parks, business recruitment, affordable housing, needs for an aging community, parks maintenance and funding issues, the need to align parks / recreation and economic development (as a growing tax base can help pay for park and recreation needs)



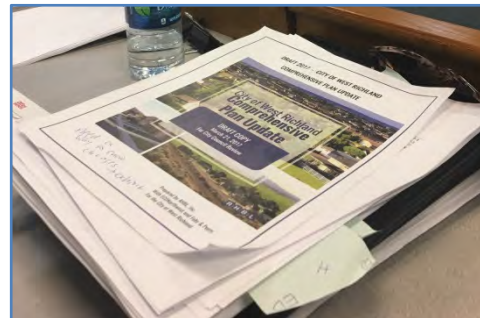
Plan Development Phase:

The Planning Commission reviews draft copies of the Comprehensive Plan Elements (plan chapters) listed below, at public workshops:

<u>September 29, 2016:</u>	Introduction, Housing
<u>October 20, 2016:</u>	Environment, Land Use (<i>excluding land use map</i>), Parks and Recreation
<u>November 10, 2016:</u>	Economic Development (<i>joint workshop with the Economic Development Board</i>)
<u>December 8, 2016:</u>	Land Use map
<u>January 12, 2017:</u>	Capital Facilities, Utilities, Transportation, Capital Improvement Plan (Appendix)

Prior to each workshop, City Staff posts the draft document(s) and includes a public meeting notification on the City's website.

In addition, the Parks and Recreation Board meets on October 24, 2016 to review a draft copy of the Parks and Recreation element on October 24, 2016. Following the receipt of comments and requested changes, AHBL coordinates with City staff to prepare a draft copy for the Planning Commission public hearing.



Planning Commission Review and Recommendation

February 8, 2017: City staff transmits a Notice of Intent to adopt the Comprehensive Plan Periodic Update to the State Department of Commerce.

February 8, 2017: Staff transmits a notice for the scheduled March 9th public hearing to the *Tri-City Herald* for newspaper publication (the *Herald* publishes the notice on February 11, 2017) and posts notices at City Hall, the Library, and Fire Station. Staff adds the notice to the City's website. Staff provides email notification to citizens and agencies on the City's Comprehensive Plan Update E-Mail List and posts a notice on the Nextdoor social media site.

March 9, 2017: The Planning Commission holds a Public Hearing and receives public comment on the comprehensive plan draft. Staff presents a staff report. The Planning Commission takes action to forward a recommendation for approval, with changes, to the City Council.

SEPA Notification

March 21, 2017: The City (as SEPA lead agency) issues an ***EIS Addendum*** to the ***Final Environmental Impact Statement (FEIS) for the City of West Richland's Comprehensive Plan***, (issued in 2000) with a comment period through April 28, 2017. The City receives no comments. The Department of Ecology registers the notice as ***SEPA # 21701440***. The City distributes the document to parties according to the distribution list.

City Council Adoption

AHBL coordinates with staff to prepare and distribute a revised copy of the draft Comprehensive Plan to reflect the changes requested by the Planning Commission to the City Council for their review. Staff uploads a copy of the document to the City's website.



May 9, 2017: The City Council holds a workshop.

May 23, 2017: The City Council holds a second workshop.

June 27, 2017: The City Council holds a properly advertised adoption hearing. The Council opens the hearing and agrees to continue the hearing to a Council Meeting on August 8, 2017 for future deliberation and action.

July 27, 2017: The City Council hosts a Special Informational Meeting on the 2017 Comprehensive Plan update and Zoning Ordinance Update at Enterprise Middle School.

August 8, 2017: The City Council holds a public hearing, continued from June 2017.

Outreach and Notification Methods

City Website:

The City established a page on the website dedicated to the Comprehensive Plan Period Update project. The City regularly updated the page to include notices for upcoming dates and linked to PDF files of document copies and drafts. The webpage was linked directly from the City's main page as a "Quick Link" during the duration of the update process.

City of West Richland Government Facebook Page:

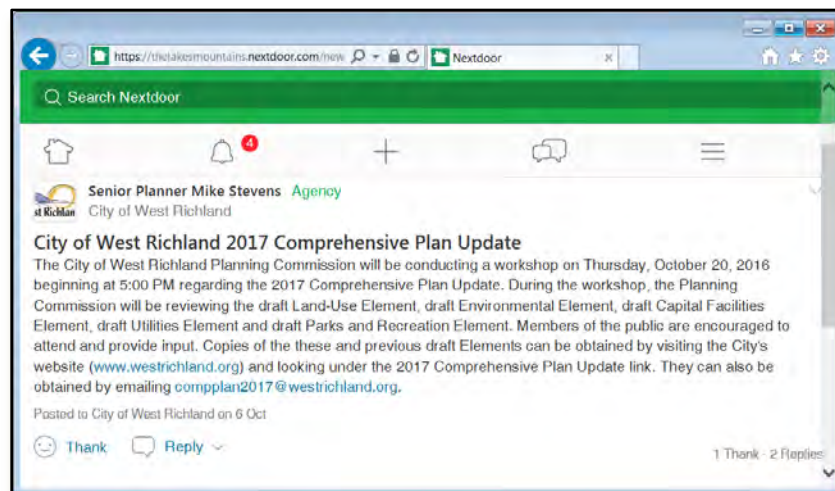
The City posts several updates and information regarding the 2017 Comprehensive Plan Periodic Update project to the City's government page. By June 2017, the page has nearly 500 likes / followers.



City of West Richland Facebook Post (February 9, 2017)

Nextdoor app:

The city posts numerous notifications about the Comprehensive Plan update process to a social media site known as "Nextdoor," which is social media website and application that is designed to facilitate communication among neighbors. The city posts as a "Public Agency Partner." By June 2017, the app hosts 1,089 members in West Richland neighborhoods.



West Richland City Scene:

The *West Richland City Scene* is a flyer included in utility bills sent by the City of West Richland on a monthly basis. The City provides a complete full-page advertisement for outreach and workshops in the February 2016 mailing. The city includes notice of the Planning Commission's public hearing on the City's Comprehensive Plan in the March 2017 City Scene insert:

We Want to Hear from You!

Renew... CITY OF WEST RICHLAND COMPREHENSIVE PLAN UPDATE

The City of West Richland is updating its **Comprehensive Plan**. The revised plan will be finalized in 2017. Input from residents, business owners, property owners, community groups and students will form a **broad and public conversation** about the city's future. It is important the city hears from as many interested people as possible...*that means you!*

Imagine... FOCUS ON THE FUTURE

The Comprehensive Plan is a document adopted by City Council used to guide development in West Richland for the next 20 years. It serves as a guidebook for the city for providing services, facilities and amenities to accommodate residential and business growth. *The updated document will contain a vision describing how the community will look, feel and function in the year 2037.* Goals and policies will provide strategies for achieving the vision. Topics will include: housing, land use, parks, economic development, transportation and more.

Engage... BECOME INVOLVED AND PROVIDE YOUR INPUT

Visit the website at <http://www.westrichland.org/comprehensive-plan-periodic-update> for announcements and information

- ✓ View the project schedule
- ✓ Access draft documents and maps
- ✓ See meeting notices and materials
- ✓ Read comments and submit your own

- Request to be added to the comprehensive plan update emailing list by writing to compplan2017@westrichland.org
- Attend a workshop or meeting and provide your input
- Participate from home if you can't make it to a meeting: simply view a video recording of the event on the website (posted a few days after the meeting) and provide your comments and feedback by email within 2 weeks
- Provide your opinions via an online survey by the project website by February 29, 2016 from your computer, tablet or smartphone

UPCOMING DATES

The following meetings will take place at 6:00pm at the West Richland City Hall Council Chambers (Library Building) at 3803 W Van Giesen:

- Visioning Workshop**
February 11, 2016
- Policy Workshop**
March 10, 2016
- Land Use Strategies Workshops**
April 14 & May 12, 2016

Additional future dates are listed on the project website.

CITY OF WEST RICHLAND COMMUNITY DEVELOPMENT DEPARTMENT
www.westrichland.org (509) 967-5992 | 3803 W. Van Giesen Street, West Richland, WA 99353

City Scene –back (February 2016)

West Richland City Scene

March 2017

City of West Richland, Washington 3803 W. Van Giesen St., West Richland, WA 99353 509.967.5921 **Informing Citizens**

Sign up for utility payment autopay and be entered into a drawing for a \$50.00 gift certificate to Chicken Shack!

Customers who sign up for utility payment autopay between March 1st and March 31st will have their name entered into a drawing for a \$50.00 gift certificate from Chicken Shack. The drawing will be held on April 4th, and the winner will be contacted to claim their prize. City employees and Council Members are not eligible for the drawing.

There is a separate insert with the March utility bills that you can use to sign up for autopay. **Please do not mail forms with your payment. Drop off or mail forms directly to City Hall at 3803 W. Van Giesen Street.**

Thank you to Chicken Shack for donating the gift certificate.

West Richland Comprehensive Plan Periodic Update

The West Richland Planning Commission will conduct a public hearing to receive public comment on the draft update to the City's Comprehensive Plan. The public hearing will be held at 6:00 p.m. on Thursday, March 9, 2017 in City Council Chambers (Library building) at 3803 W. Van Giesen Street.

All interested parties are invited to attend and participate in the hearing. You can access the draft Comprehensive Plan document at: <http://www.westrichland.org/comprehensive-plan-periodic-update/>

Meetings

- Mar. 1 West Richland Chamber meeting
Sandberg Event Center - 11:00am
- Mar. 7 City Council meeting
Library - 7:00pm
- Mar. 9 Planning Commission meeting
Library - 6:00pm
- Mar. 21 City Council meeting
Library - 7:00pm

A meeting and events calendar is available on the city website on the home page under Quick Links. Agendas are also posted on the web pages for City Council and Boards and Commissions. On the top menu of the home page click on Governance, then click on either City Council or Boards and Commissions.

Daylight Savings Time Starts March 12!

REMEMBER!
Get Your City Mail!

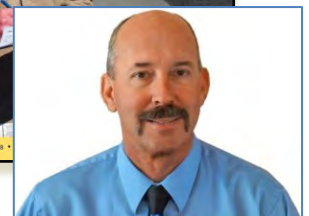
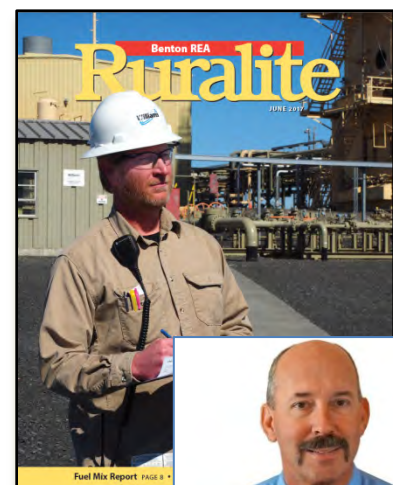
City Scene (March 2017)

Benton REA Ruralite Magazine Inserts:

Mayor Brent Gerry includes some featured discussion and notices about the Comprehensive Plan update activities in his bi-monthly message.

Email List:

The City staff maintains an email list of public agencies and persons asking to be included in notifications about the Comprehensive Plan update. Staff routinely uses the email list to provide official updates and notifications.



APPENDIX 8
EIS Addendum



3801 W. Van Giesen Street West Richland, WA 99353 www.westrichland.org

Community Development Department (509) 967-5902

DATE: March 21, 2017

TO: All Interested Parties

RE: *Final Environmental Impact Statement (FEIS) Addendum* for the West Richland Comprehensive Plan

The City of West Richland has issued an Addendum to the *Final Environmental Impact Statement (Final SEIS-Revised)*, adopted by City Council on August 21, 2000. The 2000 FEIS was prepared for the 1996 City of West Richland Comprehensive Plan (which was later revised in 2000 for Growth Management Act compliance), and was a "non-project" EIS. The 2000 FEIS addressed the probable impacts of implementation of the Comprehensive Plan, which was prepared pursuant to the Growth Management Act (GMA).

In accordance with the State Environmental Policy Act (SEPA) requirements, an Addendum may be used to add new information about a proposal, provided it does not substantially change the analysis of significant impacts and alternatives in the existing environmental document (WAC 197-11-600). West Richland has determined that the proposed amendments to the Comprehensive Plan do not substantially change the analysis of impacts previously discussed in the Final EIS or any of the environmental documents included through the phased environmental review process.

The Addendum includes a fact sheet, background material, the discussion of the proposed amendments to the regulations, and necessary environmental documentation. This Addendum was prepared in accordance with WAC 197-11-600 and 197-11-625 and is being distributed to the Department of Ecology and agencies with jurisdiction.

If you have questions concerning this Addendum, please contact Mike Stevens at (509) 967-5902.

Sincerely,

A handwritten signature in blue ink, appearing to read "Aaron Lambert", is positioned above the printed name.

AARON LAMBERT
Director / SEPA Responsible Official

ADDENDUM NO. 1 TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT FOR THE CITY OF WEST RICHLAND COMPREHENSIVE PLAN

**Adoption of the City of West Richland Comprehensive
Plan – Periodic Update of 2017**

Prepared Consistent with:

The Washington State Environmental Policy Act of 1971

Chapter 43.21C Revised Code of Washington

Chapter 197-11, Washington Administrative Code

West Richland City Code Title 18



West Richland Community Development

Date of Issuance: March 21, 2017

Fact Sheet

Project Title:	Periodic Update to the West Richland Comprehensive Plan (2017)
Proposed Non-Project Action:	The proposed non-project action is the adoption of the periodic update to the West Richland Comprehensive Plan, which was prepared according to Growth Management Act (GMA) Requirements.
Purpose of the EIS Addendum:	<p>This addendum adds information relating to the non-project programmatic city action described above. This information does not change the analysis of previously identified significant impacts of the alternatives to the city's Comprehensive Plan within the SEPA documents dated <Unknown> (Draft EIS), October 1996 (Final EIS) and August 21, 2000 (Final EIS - Revised).</p> <p>This addendum is being issued in accordance with WAC 197-11-625 and WAC 197-11-630. The adopted environmental documents listed herein, together with this addendum, meet the City of West Richland's environmental review needs for the current proposal.</p>
Description of Proposal:	<p>The City of West Richland is updating its Comprehensive Plan, as required by the Growth Management Act (GMA, RCW 36.70A). The specific action being proposed at this time is adoption of the updated Comprehensive Plan by the City Council. The Update is based on projected population growth through the year 2037.</p> <p>The update is based on a vision of West Richland that has been expressed by its citizens and elected officials. The City has conducted an extensive public outreach and involvement program to identify a local vision and community values, encompassing many facets of community life (e.g., social, economic and environmental).</p> <p>The 2017 Comprehensive Plan update includes the following elements: introduction; land use, economic development, environment, housing, parks and recreation, transportation, utilities, and capital facilities. Each element contains goals and policies, and typically provides a discussion of the purpose and intent of the policy or group of policies. The update represents an extensive re-write and re-organization of the 2007 adopted plan, but the changes are primarily related to format and updating statistics, while the substance of the plan remains largely unchanged. The update also includes changes to the Land Use map consisting of some new land use classifications (Urban Transition, Mixed Use, Low-Intensity Commercial) and the elimination of the "Public" classification. The City's overall land use pattern does not change significantly as a result of the update. Some development regulations will be revised in the near future to help implement the plan.</p>

Location of Proposal: Proposed amendments to the Comprehensive Plan apply to all incorporated areas of the City of West Richland and to lands within the Urban Growth Area (UGA) boundary. West Richland is an incorporated city located in Benton, County, Washington.

Action Sponsor Lead Agency: West Richland Department of Community Development
Aaron Lambert, SEPA Responsible Official
3801 W. Van Giesen Street
West Richland, WA 99353

Required Approval Review: West Richland City Council – adoption of ordinance(s)

Circulation and Comment: This addendum, or notice of availability, is being sent to all recipients of the previously issued FEIS for the Comprehensive Plan 2015 Update as required by WAC 197-11-625, and also to all commenters on the draft and final EIS. No comment period is required for this addendum under WAC 197-11-502(8)(c).

The EIS Addendum is available by contacting: Mike Stevens, Senior Planner
West Richland Planning Department
3801 W. Van Giesen Street
West Richland, WA 99353
Phone: (509) 967-5902
Email: mstevens@westrichland.org

Addendum Author: AHBL, Inc.
9825 Sandifur Parkway, Suite A
Pasco, WA 99301

Date of Issuance: March 21, 2017

Comment Period: There is no comment period for this addendum, pursuant to WAC 197-11-625.

Tentative Date of Implementation: Immediately following adoption.

Public Hearings and Expected Action: A hearing before the Planning Commission was held March 9, 2017. Adoption by City Council is expected to occur in the months following. Public notice will be provided.

Documents: The proposed amendments are available for viewing at the West Richland Planning Department office (3801 W. Van Giesen) and on the city's website at <http://www.westrichland.org/comprehensive-plan-periodic-update/>.

Summary

Overview:

The adoption of amendments to the GMA Comprehensive Plan is a non-project action under the Washington State Environmental Policy Act (SEPA). This Addendum is not intended to satisfy individual project action SEPA requirements (the review needed for a future site-specific land use or building permit application). This Addendum does not significantly change the analysis of impacts and alternatives contained in the Environmental Impact Statement (EIS) prepared in 2000 for the Comprehensive Plan 1996 Update (Revised in 2000), nor does it identify new or significantly different impacts.

Prior Environmental Review

The city issued a **Final EIS-Revised** for the City's Comprehensive Plan update on or after August 21, 2000, the date of council adoption. The elements of the environment addressed in both of these EIS documents included elements of both the natural and built environment: earth, air, water, plants and animals, land and shoreline use, population and employment, cultural resources, transportation, energy, public services, and utilities.

When the city performed a periodic update to the comprehensive plan in 2006, and in the instances where amendments have been made to the comprehensive plan, a SEPA checklist and determination was issued (ODNS, MDNS, or DNS) and distributed for comment, as follows:

(Amendments were docketed in the years 2008, 2010, 2012 and 2013; Additionally, updates have been periodically made to the six-year transportation improvement plan, Critical Areas ordinance, SMP adoption, etc.),

SEPA No.	Issue Date	Agency File No.	Document - Proposal
201602333	5/5/2016	ER 2016-02	DNS - Annual update to the City of West Richland 6 year transportation improvement program (2017-2022)
201502384	5/15/2015	ER 2015-29	DNS - Annual update to the City of West Richland 6 year transportation improvement program (2016-2021)
201403946	7/28/2014	AD 2012-09	DNS - Non-Project action for the adoption of the City of West Richland Shoreline Master Program Update.
201403774	7/18/2014	CPA 2014-24	DNS - City of West Richland 2014 Comprehensive Plan Amendment and Area-wide rezone.
201403219	6/19/2014	EA 13-28 (Benton County)	DNS - Amend the City of West Richland Urban Growth Area to include approximately 94 acres of land owned by the Benton Rural Electric Association (1.3 acres) and the Port of Kennewick (92.6 acres)
201402701	5/28/2014	ER 2014-16	DNS - Annual Update to the City 6 Year Transportation Improvement Program (2015-2020)
201400431	1/28/2014	CPA2013-01, -02, -46	DNS - Amend the Comp Plan with 2 private party applications for site specific Land Use Designation changes as well as several other map and/or text amendments that staff has proposed

201301407	3/25/2013	CPA2012-06	DNS - 2012 Comprehensive Plan Amendment; includes 2 land use map amendments and Text amendments
201205862	12/12/2012	Multiple	DNS - 2012 Comp Plan Amendments; CPA 2012-06, CPA 2012-07 & CPA 2012-52; docket consists of 2 land use map amendments & Text Amendments; non project actions
201201551	4/2/2012	ER 2012-20	DNS - Update the 2013-2018 Six year Transportation Improvement Program (TIP)
201104166	8/25/2011	RZ 2011-31	DNS - Area-wide rezone for multiple properties within the City, coinciding with the 2010 Comprehensive Plan Land Use map amendments and a few items from the 2008 amendments that were not processed at that time
201100819	2/24/2011	ER 2011-6	DNS - 2010 Proposed Amendments to the City Comprehensive Plan; non project action
201005648	10/26/2010	ER 2010-50	DNS - Amend the 2011-2016 Six Year Transportation Improvement Program; outlines the planned projects for the next 6 years; first 3 years typically have secured funding
201001786	4/7/2010	ER 2010-19	DNS - 2011 to 2016, Six Year Transportation Improvement Program; outlines planned projects for the next 6 years; projects listed in the first 3 years of the plan typically have secured funding; more
200906294	10/28/2009	ER 2009-50	DNS - Annual Comprehensive Plan Update; Amend a number of amendments to the Land Use Map, Update the Transportation Element and a limited number of text changes pertaining to mixed-use
200903173	6/2/2009	ER 2009-18	DNS - 2010-2015 Six Year Transportation Improvement Program (TIP)
200900965	2/20/2009	ER 2009-04	DNS - Update the 2009 - 2014 Six Year Transportation Plan; remove Belmont Blvd north of Paradise Way and add several neighborhood collectors in its place
200809189 and 200808882	12/30/2008 And 12/10/2008	ER2008-68	ODNS- Area Wide Rezones; adopt 9 rezone amendments to the Comprehensive Plan Land Use Map to establish zoning consistent with the new comprehensive plan designations
200806983	9/17/2008	ER2008-59	DNS - Annual amendments to the Comprehensive Plan which include 15 amendments to Land Use Map, updated Capital Improvement Plan and limited number of text changes
200806527	8/29/2008	Unknown	DNS - Update and amend the Sensitive/Critical Areas Ordinance (ORD 15-96) that sets regulations for area containing wetland, aquifer recharge area, frequently flooded area, stream, geologically hazardous area and more
200803993	5/30/2008	ER 2008-49	2009 - 2014 Six Year Transportation Improvement Plan; outlines the planned transportation projects for the next 6 year period; Projects listed in the first 3 years of the plan typically have secured funding; more
200802186	3/26/2008	EA 07-104	DNS - Comprehensive plan amendment to expand the West Richland Urban Growth Area to include 747 additional acres
200707083	8/30/2007	ER 2007-65	DNS - Amend zoning and subdivision ordinance and comprehensive plan; rezone properties, allow horticulture and viticulture as a permitted use, add new zoning districts, eliminate suburban residential and low-density zones, more
200303818	6/18/2003	EA 2-71	DNS - Amend the county comp plan to include properties into the City of West Richland's Urban Growth Area

Source: Online SEPA Register

EIS Addendum

According to the SEPA Rules, an Addendum to an EIS provides additional analysis and/or information about a proposal or alternatives where their significant environmental impacts have been disclosed and identified in a previous environmental document (WAC 197-11-600(3)(b)(ii)). An Addendum is appropriate when the impacts of the new proposal are the same general types as those identified in the prior document, and when the new analysis does not substantially change the analysis of significant impacts and alternatives identified in the prior environmental documents (WAC 197-11-600(4)(e), WAC 197-11-706).

This Addendum to the **Comprehensive Plan FEIS-Revised** is being issued pursuant to WAC 197-11-625 to meet the city's SEPA responsibility. The **Comprehensive Plan Update FEIS-Revised** document evaluated plan alternatives and impacts that encompass the same general policy direction, land use patterns, and environmental impacts that are expected to be associated with the proposed amendments identified in this Addendum.

No additional significant impacts beyond those identified in the city's EIS for the Comprehensive Plan Update are expected to occur. No additional programmatic level environmental review will be required to the extent that the existing environmental documents listed in this addendum or other published documents have analyzed such changes.

Background:

The City of West Richland's first comprehensive plan was prepared for the Benton Regional Planning Commission by EBS Management Consultants, Inc. and published in May 1965. The City prepared and adopted its first comprehensive plan in December 1976. The 1976 plan was a policy plan containing a limited explanatory text with goals, policies, and recommendations, together with a land use map; all intended to provide direction to implement the plan. The 1976 plan was amended in 1979, 1980 and 1982 through approval of three annexation environmental impact statements which each assigned land use categories to geographic areas, and outlined circulation, utility and park plans. The policy portion of the Plan was again amended in 1991. In 1995, the Benton County Commissioners established the West Richland UGA boundary.

A Comprehensive Plan update was prepared in 1996, which was further updated in 2000. The 2000 update was made due to additional requirements for a comprehensive plan mandated by the GMA.

Discussion:

The changes are identified and discussed below, according to the following nine themes: Citizen Participation, Vision Statement, Land Use, Housing, Utilities, Transportation, Parks and Recreation, Capital Facilities, and Environment.

Citizen Participation

The Washington State GMA requires citizen participation and coordination. Citizen participation is an integral part of the planning process and is used to help develop create a plan that has the

support of the citizens presenting their vision for the community. The text, goals and policies, and maps contained in the comprehensive plan were formulated through an active, involved public process.

Vision Statement

Under the proposed 2017 update, the Vision statement is updated and revised to:

“In 2037, West Richland is a thriving community that has retained its welcoming, neighborly character while achieving the economic growth needed to maintain a high quality of life for its growing populace. The city has a mix of housing types to span all demographics and through careful land-use planning, grows in sensible and intentional patterns. West Richland's economy is significantly more diverse than in the past, and includes a range of light-industrial and commercial development that is well-matched to the community's character, as well as the natural resources of the surrounding area. People come to, rather than pass by, West Richland for leisure, recreation and employment. This prosperous economy provides the tax base needed to provide city services that preserve and enhance the qualities that have always drawn residents to West Richland including safety, excellent schools, low cost of living and an efficient transportation infrastructure. This transportation system necessarily provides for efficient vehicular travel, but also provides a network of multi-use pathways that leverages the city's significant natural beauty, connects new parks and open spaces, fosters active lifestyles and promotes tightly knit neighborhoods. In 2037, the City of West Richland is a flourishing community where residents at all stages of life are proud to live, work and play..”

Land Use

The Land Use element considers the general distribution and location of land use categories within the framework of the Land Use Map for the next twenty years. When the previous Land Use map was prepared for the 2000 Comprehensive Plan, the plan was focused on accommodating approximately 11,800 residents by the year 2020. Since 2000, the physical size of the city has increased by approximately 192 acres, and the city’s current population is around 14,340 (2016 estimated OFM population). The 2017 plan update uses a future population forecast of 22,409 residents (by 2037) for planning purposes.

The 2000 Comprehensive Plan Land Use map included the following designations:

Land Use Designation (2000 Comprehensive Plan Land Use Map)	Approximate percentage
Low Density Residential - Single-Family Residential with a net unit density range of one dwelling unit or less per acre.	15-20%
Medium Density Residential - Single or Multi-family Residential with a net unit density range of two to nine dwelling units per acre.	45-55%
High Density Residential - Multi-family Residential with a net unit density range of ten to thirty dwelling units per acre.	5%
Commercial - Provides neighborhood, community, and regional business	10-15%

areas.	
Light Industrial - Provides for light manufacturing, wholesale trade and distribution, and bulk retail businesses.	5-10%
Public Reserve - Provides for lands set aside for public use: including, but not limited to, school sites, parks, steep slope areas, canals, waterways, fire stations, and other public buildings.	5%
Farms - This is an overlay on other residential land uses. See Farm Overlay Map, Map 4. The Map shows properties presently in agricultural use and anticipated being in agricultural use. This land use in the Comprehensive Plan does not prohibit development on these lands.	Not applicable (overlay)

In comparison, the new proposed land use map uses the following:

Land Use Designation (2017 Update)	Acreage	Percentage
Low Density Residential (LD-RES) Single family residential development with a maximum unit density range of two dwelling units per acre.	1,580	11.3%
Medium Density Residential (MD-RES) Single or multi-family residential development with a maximum unit density range of nine dwelling units per acre.	4,264	30.5%
High Density Residential (HD-RES) Multi-family residential development with a unit density range of greater than nine dwelling units per acre.	649	4.6%
Low Intensity Commercial (L-COM) Includes a variety of retail and office uses. Within this category are professional business offices and related uses. It also includes a variety of retail and service uses oriented to serving residential neighborhoods.	202	1.5%
High Intensity Commercial (H-COM) Includes a variety of retail, wholesale, and office uses. Within this category are professional business offices, hotels, motels, and related uses. It also includes a variety of retail and service use oriented to serving residential neighborhoods, such as grocery stores, hardware supply, and garden supply. Other commercial uses include automobile-related uses, and uses that normally require outdoor storage and display of goods	977	7.0%
Mixed Use (MU) Includes a variety of retail, office and residential uses. Multi-family residential is preferred, and may include a variety of housing types such as apartments, townhouses, etc. New residential development should be high-density and office and commercial development should be intensive in nature, to create a vibrant district and increase employment opportunities.	46	0.3%
Industrial (IND) Includes a variety of light and heavy manufacturing, assembly, warehousing and distribution uses. It also includes uses devoted to the sale of retail and wholesale products manufactured on-site as well as a variety of research and development uses for science-related activities.	116	0.7%

Urban Transition (U-Trans) The Urban Transition designation is assigned to lands that are to be held in a transition status during the 20-year planning period of the comprehensive plan. A significant amount of the land in this designation is in agricultural use.	6,139	43.9%
TOTAL:	13,974	100%

The most significant change with the adoption of the Comprehensive Plan update is the assignment of an *Urban-Transition* classification. The Urban-Transition classification is designated for over 40 percent of the lands within the city. This implements a more moderate and measured approach to land planning, and results in what can be considered a less-intensive potential or probable development scenario, as compared with the 2000 plan as a baseline.

The city is taking a fundamentally different approach by providing designations which represent what is anticipated for growth within the 20-year planning period. As compared to the approach used in the 2000 Comprehensive Plan, where the city assigned more intensive land use classifications to large, undeveloped areas which were not reasonably expected or likely to develop within the planning timeframe.

In addition, the *Public Reserve* land use designation is eliminated with the 2017 update, allowing future public facilities such as school sites, parks and municipal buildings to be located in various land use classifications (and subsequently allowing the city's development regulations and zoning code to address various uses, conditional uses, and their impacts, as necessary). This approach provides greater flexibility for redevelopment and siting of certain public facilities.

The land use element has also been expanded to better identify ways to encourage and foster active activities such as walking in the community, as required by current Growth Management laws.

Housing

The 2017 Comprehensive Plan provides greater detail and discussion about the age of the city's housing stock, housing features, and different types of housing. The new version Comprehensive Plan provides broader detail on multi-family and mixed-use housing opportunities and discusses how housing is needed to address a wide range of needs in the community.

Utilities

Since the 2000 FEIS was prepared, the city has conducted a wide-range of planning activities for the provision of water and the wastewater systems that serve the city. The city has expanded its wastewater treatment system, and adopted a comprehensive water system plan. Future improvements and modifications are included in the Capital Improvements Plan.

Transportation

As the city has grown, so has the circulation network in the city. The city's transportation network has expanded, the 2017 Comprehensive Plan Update document addresses topics such as multi-modal accommodations and connectivity, accessibility, and so forth. An updated transportation improvement plan has been prepared.

Parks and Recreation

Parks, open space and recreational facilities are important components of the city and add immeasurably to the quality of life. Since the FEIS was issued, the city has adopted Level of Service (LOS) standards for parks, open space, and trails, which are supported by the comprehensive plan.

Community Facilities

The 2017 Comprehensive Plan document provides the current inventory of community facilities in the city, which has expanded since 2000, as population growth has resulted in the need for additional community facilities. In addition, some new facilities are currently being constructed for the relocation of the city hall complex. Some of the facilities which were identified to be needed by the year 2020 have not been completed yet; specifically, there is no community center (although it is included as a future project in the Capital Improvement Plan) and there is no Public Safety Building on the north side of Ruppert Road.

The City of West Richland continues to participate in a cooperative regional process to site essential public facilities of regional and statewide importance with the objective to protect environmental quality, optimize access and usefulness to appropriate jurisdictions, and to equitably distribute economic benefits/burdens throughout the region or county.

Capital Facilities

The 2017 update includes a revision to the goals, policies and strategies for ensuring that adequate capital facilities are provided to accommodate growth, and also to confirm the city's commitment to not expand capital facilities which would not be consistent with growth management, where the expansion of utilities or services aren't fiscally sustainable.

Environment

The City of West Richland updated the Shoreline Master Program (SMP) a few years ago, which is incorporated into the Comprehensive Plan Update. Under the SMP, the state-wide standard of "no net loss" for ecological functions along the Shorelines of Statewide significance is imposed. The protection of Critical Areas has been improved since the 2000 Comprehensive Plan was adopted, with the last Critical Areas Ordinance (CAO) adoption in 2008. Finally, the concepts and plans for items such as recycling, addressing climate change, stormwater management, and tree planting programs have been added to the discussion.

Conclusion

This EIS Addendum fulfills the environmental review requirements for the proposed Comprehensive Plan update adoption. The impacts of the proposal are within the range of impacts disclosed and evaluated in the 2000 West Richland Comprehensive Plan FEIS-Revised; no new probable significant adverse environmental impacts have been identified. Therefore, issuance of this EIS Addendum is the appropriate course of action.

Document Distribution

In accordance with WAC 197-11-625, if an addendum to a FEIS is prepared prior to any agency decision on a proposal, the addendum shall be circulated to the recipients of the FEIS.

The following is a list of recipients of the FEIS:

DISTRIBUTION LIST

Federal

U.S. Environmental Protection Agency Region
U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service
U.S. Soil Conservation Service

State

Department of Ecology (SEPA Register)
Department of Natural Resources
Department of Fish and Wildlife
Department of Transportation
Department of Social and Health Services
Department of Health

Regional

Benton-Franklin Regional Council (*now the
Benton-Franklin Council of Governments*)
Ben Franklin Transit
Benton-Franklin Health District
Benton County Clean Air Authority
Port of Kennewick

Local Government

Benton County Planning
City of Benton City Clerk
City of Richland Planning
City of Kennewick Planning
City of Pasco Planning

City of West Richland

Mayor
City Council
Planning Commission
~~City Administrator~~ (*Vacant*)
City Attorney

Public Works Director
Clerk/Treasurer
Police Chief

Utilities/Services

Richland School District
Kiona - Benton City School District
Benton County Fire District No. 4
Benton Rural Electric Association
Benton County Public Utility District No. 1

Libraries

Mid-Columbia Library District
Richland Library

Newspaper

Tri-City Herald

Private Organizations and Others

West Richland Chamber of Commerce
Tapteal Greenway
TRIDEC

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

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

Instructions for applicants:

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

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

For guidance on completing this form or assistance in understanding a question, visit
<http://www.ecy.wa.gov/programs/sea/sepa/ChecklistGuidance.html>

The SEPA Handbook is available online at:
<http://www.ecy.wa.gov/programs/sea/sepa/handbk/hbintro.html>

Use of checklist for nonproject proposals:

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

A. Background

1. Name of proposed project, if applicable:

*Periodic Update of the City of West Richland Comprehensive Plan.
(State Law requires this update by 6/30/2017)*

2. Name of applicant: *City of West Richland*

3. Address and phone number of applicant and contact person:

3801 W. Van Giesen, West Richland, WA 99353
Phone: 509-967-5902
Point of Contact: Mike Stevens, West Richland Senior Planner

4. Date checklist prepared: *March 1, 2017*

5. Agency requesting checklist: *City of West Richland, Community Development Department*

6. Proposed timing or schedule (including phasing, if applicable):

The Comprehensive Plan is scheduled for adoption by June 30, 2017 by City Council. Upon adoption, the plan will serve as the city's policy guide for land use and development over the next twenty years; 2017-2037.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- *"City of West Richland Comprehensive Plan, Final Environmental Impact Statement," October 1996*
- *"City of West Richland Comprehensive Plan, Final Environmental Impact Statement," Revised August 2000*
- *"Final Environmental Impact Statement (FEIS) Addendum #1" to be issued in the second half of 2017*

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No.

10. List any government approvals or permits that will be needed for your proposal, if known.

City of West Richland City Council approval and adoption of the Comprehensive Plan via Ordinance.

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

Consistent with the scope of work approved by the City of West Richland City Council, the amendments to the Comprehensive Plan revisions resulting from the 2015-2017 review include the following:

- a. Public engagement and outreach was completed to promote broad citizen input;*
- b. New plan policies and text relating to various long and short range planning matters,*
- c. Requests from property owners for reconsideration of land use designations for their properties,*
- d. Various changes to the previously published land use maps,*

e. Updates to the capital facilities plan and transportation plan.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The revised comprehensive plan applies generally to all properties located within the current limits of the City of West Richland, and also applies to properties located within the City's Urban Growth Area.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

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

Many types of terrain, including flat, rolling, hilly, and steep slopes are found within the incorporated area of the City.

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

Some areas of the community such as Candy Mountain, have slopes approaching 33 percent.

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

Soils within the Planning Area have been identified by the Benton County Soil Conservation Service as Hezel-Quincy-Burbank and Warden-Shano Associations.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

The area is located in Seismic Zone II of the Uniform Building Code Seismic Risk Map of the United States. There is no known indications or history of unstable soils in the immediate vicinity.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Not applicable, not a site specific project.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Not applicable, not a site specific project.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Not applicable, not a site specific project.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Not applicable, not a site specific project.

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Not applicable, not a site specific project.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Not applicable, not a site specific project.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Not applicable, not a site specific project.

3. Water

- a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Not applicable, not a site specific project. The Yakima River borders the city in several locations.

The Comprehensive Plan contains specific information, goals and policies related to surface water in the "Environment" Element.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Not applicable, not a site specific project.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Not applicable, not a site specific project.

- 4) Will the proposal require surface water withdrawals or diversions?

Give general description, purpose, and approximate quantities if known.

Not applicable, not a site specific project.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Not applicable, not a site specific project. Some areas of the City adjacent to the Yakima River lie within a 100-year floodplain. However, the proposed changes to the comprehensive plan do not affect or change the use of these lands. Evaluations of future proposed site-specific projects will be conducted where it is determined that a potential impact to the 100-yr floodplain exists.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Not applicable, not a site specific project.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

Not applicable, not a site specific project.

Future proposed projects will be individually reviewed for site-specific impacts.

The Comprehensive Plan contains specific information, goals and policies related to ground water in the "Environment" Element.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None, this is not a site specific project. Future proposed projects will be individually reviewed for site-specific impacts.

c. Water runoff (including stormwater):

To Be Completed by Applicant:

**Evaluation for
Agency Use Only:**

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

None, this is not a site specific project. Future proposed projects will be individually reviewed for site-specific impacts.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

No, this is not a site specific project. Future proposed projects will be individually reviewed for site-specific impacts.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No, this is not a site specific project. Future proposed projects will be individually reviewed for site-specific impacts.

- d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

None, this is not a site specific project. Future proposed projects will be individually reviewed for site-specific impacts.

4. Plants

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

- deciduous tree: alder, maple, aspen, other
 evergreen tree: fir, cedar, pine, other
 shrubs
 grass
 pasture
 crop or grain
 Orchards, vineyards or other permanent crops.
 wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
 water plants: water lily, eelgrass, milfoil, other
 other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

None, this is not a site specific project. Future proposed projects will be individually reviewed for site-specific impacts.

The Comprehensive Plan contains specific information, goals and policies related to vegetation in the "Environment" Element.

- c. List threatened and endangered species known to be on or near the site.
None, this is not a site specific project. Future proposed projects will be individually reviewed for site-specific impacts.
- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:
None, this is not a site specific project. Future proposed projects will be individually reviewed for site-specific impacts.
- e. List all noxious weeds and invasive species known to be on or near the site.
Does not apply, this is not a site specific project. Future proposed projects will be individually reviewed for site-specific impacts.

5. Animals

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

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

Not applicable, this is not a site-specific project. However, nearly all of the above listed species have occasionally been observed within the City of West Richland incorporated area (except bear, herring and shellfish).

- b. List any threatened and endangered species known to be on or near the site.
Not applicable, this is not a site-specific project. However, relative to listed species, future proposed projects will be individually reviewed for site-specific impacts.
- c. Is the site part of a migration route? If so, explain.
Yes. The City of West Richland is located within known migratory routes for salmonids and migratory birds.
- d. Proposed measures to preserve or enhance wildlife, if any:
Not applicable since this is not a site specific project. Future proposed projects will be individually reviewed for site-specific impacts as well as site specific mitigation of determined impacts

where such mitigation is required. All projects will be required to comply with the City's Critical Areas Ordinance.

- e. List any invasive animal species known to be on or near the site.
Not applicable, this is not a site-specific project. However, relative to listed species, future proposed projects will be individually reviewed for site-specific impacts.

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.
Not applicable, this is not a site-specific project. Future proposed projects will be individually reviewed for site-specific impacts.

The comprehensive plan identifies goals and policies related to energy and natural resources.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.
Not applicable, this is not a site-specific project.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:
Not applicable, this is not a site-specific project.
The comprehensive plan identifies goals and policies related to energy and natural resources.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal?
If so, describe.
Not applicable, this is not a site-specific project. Future proposed projects will be individually reviewed for site-specific impacts.

- 1) Describe any known or possible contamination at the site from present or past uses.
Not applicable, this is not a site-specific project. Future proposed projects will be individually reviewed for site-specific impacts.
- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

Not applicable, this is not a site-specific project. Future proposed projects will be individually reviewed for site-specific impacts.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.
Not applicable, this is not a site-specific project. Future proposed projects will be individually reviewed for site-specific impacts.
- 4) Describe special emergency services that might be required.
Not applicable, this is not a site-specific project. Future proposed projects will be individually reviewed for site-specific impacts.
- 5) Proposed measures to reduce or control environmental health hazards, if any:
Not applicable, this is not a site-specific project. Future proposed projects will be individually reviewed for site-specific impacts.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?
Not applicable, this is not a site-specific project. Future proposed projects will be individually reviewed for site-specific impacts.
- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.
Not applicable, this is not a site-specific project. Future proposed projects will be individually reviewed for site-specific impacts.
- 3) Proposed measures to reduce or control noise impacts, if any:
Not applicable, this is not a site-specific project. Future proposed projects will be individually reviewed for site-specific impacts.

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.
Not applicable, this is not a site-specific project.
- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many

acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

Not applicable, this is not a site-specific project. Many areas within the City are currently used for agricultural purposes.

Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

Not applicable, this is not a site-specific project.

c. Describe any structures on the site.

Not applicable, this is not a site-specific project.

d. Will any structures be demolished? If so, what?

No structures will be demolished as a result of adopting this plan.

e. What is the current zoning classification of the site?

Zoning designations vary throughout the City.

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

Comprehensive Plan land use designations vary throughout the City. Once approved, this plan will implement a new Land Use Map.

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

There are several different shoreline master program shoreline environment designations throughout the City along shorelines. The SMP was updated in 2015-2016.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Not applicable, this is not a site-specific project. Variety of sensitive areas have been designated throughout the City. These areas are typically related to shorelines, floodplains, steep slopes, wetlands, and miscellaneous habitat areas.

i. Approximately how many people would reside or work in the completed project?

Not applicable, this is not a site-specific project.

j. Approximately how many people would the completed project displace?

None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable, this is not a site-specific project.

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Application of policies and guidelines as established by the comprehensive plan.

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

Application of policies and guidelines as established by the comprehensive plan.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

The Comprehensive Plan contains specific information, goals and policies related to existing and future housing in the "Housing" and "Land Use" Elements.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

- c. Proposed measures to reduce or control housing impacts, if any:

Not applicable, this is not a site-specific project.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Not applicable, this is not a site-specific project.

- b. What views in the immediate vicinity would be altered or obstructed?

Not applicable, this is not a site-specific project.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

Not applicable, this is not a site-specific project.

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Not applicable, this is not a site-specific project.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

Not applicable, this is not a site-specific project.

- c. What existing off-site sources of light or glare may affect your proposal?

Not applicable, this is not a site-specific project.

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

Not applicable, this is not a site-specific project.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

Not applicable, this is not a site-specific project.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

No, this is not a site-specific project.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

None, this is not a site-specific project. The Comprehensive Plan identifies policies and plans for recreation within the city.

The Comprehensive Plan contains specific information, goals and policies related to housing in the "Parks and Recreation" Element.

13. Historic and cultural preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

Not applicable, this is not a site-specific project.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

Not applicable, this is not a site-specific project.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include

consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Not applicable, this is not a site-specific project.

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

None, this is not a site-specific project.

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

Not applicable, this is not a site-specific project.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Not applicable, this is not a site-specific project. Some locations within the are served by Ben Franklin Transit

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

None. This is not a site-specific project.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

No, this is not a site-specific project. The Comprehensive Plan provides policies and plans for the future developments of roads, streets, pedestrian, and bicycle facilities in the future.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No, this is not a site-specific project.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

None, this is not a site-specific project.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No, this is not a site-specific project.

- h. Proposed measures to reduce or control transportation impacts, if any:

None, this is not a site-specific project.

15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

No, this is not a site-specific project.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

None, this is not a site-specific project. The Comprehensive Plan identifies the availability of public services and provides policies and plans for the future service delivery.

16. Utilities

- a. Circle utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other _____

Not applicable, this is not a site-specific project. All utilities listed are available within the City of West Richland.

The Comprehensive Plan contains specific information, goals and policies related to utilities in the "Utilities" Element.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

None, this is not a site-specific project.

C. Signature

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

Signature: Mike Stevens

Name of signee Mike Stevens

Position and Agency/Organization Sr. Planner - COWR

Date Submitted: 3/14/17

D. supplemental sheet for nonproject actions

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

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

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

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Not applicable since this is not a site-specific project. However, future proposed projects will be individually reviewed for site-specific impacts.

Proposed measures to avoid or reduce such increases are:

None

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Not applicable since this is not a site-specific project. However, future proposed projects will be individually reviewed for site-specific impacts.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Not applicable since this is not a site specific project. Future proposed projects will be individually reviewed for site-specific impacts as well as site specific mitigation of determined impacts where such mitigation is required. All projects will be required to comply with the City's Critical Areas Ordinance.

3. How would the proposal be likely to deplete energy or natural resources?

Not applicable since this is not a site-specific project. However, future proposed projects will be individually reviewed for site-specific impacts.

Proposed measures to protect or conserve energy and natural resources are:

Not applicable since this is not a site specific project. However, future proposed projects will be individually reviewed for site-specific impacts as well as site specific mitigation of determined impacts where such mitigation is required. The Comprehensive Plan provides policies and plans for protection and conservation of energy and natural resources.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Not applicable since this is not a site-specific project. However, future proposed projects will be individually reviewed for site-specific impacts.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Not applicable since this is not a site specific project. However, future proposed projects will be individually reviewed for site-specific impacts as well as site specific mitigation of determined impacts where such mitigation is required.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Not applicable since this is not a site specific project. However, future proposed projects will be individually reviewed for site-specific impacts as well as site specific mitigation of determined impacts where such mitigation is required.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Not applicable since this is not a site specific project. However, future proposed projects will be individually reviewed for site-specific impacts as well as site specific mitigation of determined impacts where such mitigation is required.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Not applicable since this is not a site-specific project. However, future proposed projects will be individually reviewed for site-specific impacts.

Proposed measures to reduce or respond to such demand(s) are:

Not applicable since this is not a site specific project. However, future proposed projects will be individually reviewed for site-specific impacts as well as site specific mitigation of determined impacts where such mitigation is required.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Not applicable since this is not a site specific project. Future proposed projects will be individually reviewed for site-specific impacts as well as site specific mitigation of determined impacts where such mitigation is required. All projects will be required to comply with the City's Critical Areas Ordinance. Further, all site

specific projects are required to comply with all local, state, and federal laws regarding the protection of endangered species.

APPENDIX 9

LIST OF AMENDMENTS

This is a placeholder. This appendix will updated, as necessary, to document the annual docketing processes and changes made to the Comprehensive Plan as text changes or map updates.