Cover - top photo: “What could have been...” by Matt McGee (https://www.flickr.com/photos/pleeker/4833436080/in/album-1442881/)


Page 110: “Just a couple more days...” by Matt McGee (https://www.flickr.com/photos/pleeker/2794357923/in/album-1442881/)

acknowledgements

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<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
</tr>
<tr>
<td>ADT</td>
<td>Average Daily Traffic</td>
</tr>
<tr>
<td>AVA</td>
<td>American Viticultural Area</td>
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<tr>
<td>BLM</td>
<td>Bureau of Land Management</td>
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<tr>
<td>CAO</td>
<td>Critical Areas Ordinance</td>
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<tr>
<td>CITY</td>
<td>City of West Richland</td>
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<tr>
<td>CIP</td>
<td>Capital Improvements Plan</td>
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<td>CWPP</td>
<td>County-Wide Planning Policies</td>
</tr>
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<td>DNR</td>
<td>Department of Natural Resources</td>
</tr>
<tr>
<td>FEMA</td>
<td>Federal Emergency Management Agency</td>
</tr>
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<td>GMA</td>
<td>Growth Management Act</td>
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<td>LOS</td>
<td>Level of Service</td>
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<td>PORT</td>
<td>Port of Kennewick</td>
</tr>
<tr>
<td>RCW</td>
<td>Revised Code of Washington</td>
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<tr>
<td>RSD</td>
<td>Richland School District</td>
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<td>SEPA</td>
<td>State Environmental Policy Act</td>
</tr>
<tr>
<td>SMA</td>
<td>Shoreline Management Act</td>
</tr>
<tr>
<td>SMP</td>
<td>Shoreline Management Program</td>
</tr>
<tr>
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<td>Small Tracts Act</td>
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<td>Urban Growth Area</td>
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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.

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 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.

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.

Quality of life in West Richland, Washington is unrivaled. Residents enjoy breathtaking panoramic views, excellent neighborhoods, a first-rate school system, and a relaxed lifestyle. City of West Richland residents benefit from lively community events complemented by a caring and welcoming atmosphere.

During the Comprehensive Update process, a survey of West Richland residents revealed the following words that respondents used to describe the city and the community:

West Richland’s unique sense of place is characterized by livable and friendly neighborhoods, irrigated agricultural lands, excellent schools, and a quiet, small-town feel with a strong sense of community. West Richland is also known for a high proportion of young, active families; a drive around some of the neighborhoods reveals homes with pets or other animals, flourishing gardens, and driveway basketball hoops, and play structures. If you were to look down on West Richland from space, you would see many backyard pools, trampolines, horse corrals, and even some back-yard baseball diamonds and tennis courts.

Excellent views abound in West Richland, particularly near Candy Mountain and in the lands along West Van Giesen road. Well-maintained trails, sidewalks, and paths create a pleasing atmosphere and accommodate pedestrians or bicyclists who travel around the city for exercise, transportation or pleasure. The city’s parks system and trails are important contributors to quality of life.

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.

Figure I-1: Words Describing West Richland’s Character

WEST RICHLAND IS...

West Richland is known for its pleasing climate, friendly and relaxed atmosphere, beautiful views and safe, family-friendly community.
**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.

**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.

**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: West Richland Population Growth by Decade” 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**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>1,347</td>
<td>1,143</td>
<td>2,938</td>
<td>3,962</td>
<td>8,385</td>
<td>11,811</td>
</tr>
<tr>
<td>Percentage of change over the previous decade</td>
<td>N/A</td>
<td>-15%</td>
<td>+157%</td>
<td>+34%</td>
<td>+112%</td>
<td>+40%</td>
</tr>
</tbody>
</table>

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: West Richland Population Growth 1990-2016” for the population growth between 1990 and 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: West Richland Resident Education Levels" 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>
<thead>
<tr>
<th></th>
<th>High school graduate or higher</th>
<th>Bachelor's degree or higher</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Richland</td>
<td>93.5%</td>
<td>32.5%</td>
</tr>
<tr>
<td>Washington State</td>
<td>90.2%</td>
<td>32.3%</td>
</tr>
<tr>
<td>United States</td>
<td>86.3%</td>
<td>29.3%</td>
</tr>
</tbody>
</table>

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

“Table I-3: Benton County Total and Per Capita Income" shows total and per capita personal income in Benton County from 2008 through 2014.

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

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: Median Household Income, Benton County and Washington State" 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>
<thead>
<tr>
<th>Year</th>
<th>Benton County</th>
<th>Washington State</th>
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<tbody>
<tr>
<td>2009</td>
<td>$58,496</td>
<td>$55,458</td>
</tr>
<tr>
<td>2010</td>
<td>$60,070</td>
<td>$54,888</td>
</tr>
<tr>
<td>2011</td>
<td>$60,608</td>
<td>$55,500</td>
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<tr>
<td>2012</td>
<td>$62,739</td>
<td>$56,444</td>
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<tr>
<td>2013</td>
<td>$63,710</td>
<td>$57,284</td>
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<tr>
<td>2014</td>
<td>$63,157</td>
<td>$60,153</td>
</tr>
<tr>
<td>2015</td>
<td>$63,372</td>
<td>$62,108</td>
</tr>
<tr>
<td>2016</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>

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: Projected West Richland Population Growth 2017-2037” 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.

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.

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.

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:

**Percentage of Population Under 18 Years Old**

- Benton County: 26.7%
- Washington State: 22.7%
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.

**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: BLM Properties in West Richland”.

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.

The BLM historically retained several other pieces of land in the city:

- **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.

“Table I-5: Inventory of Port-Owned Properties (2016)” shows properties owned by the Port of Kennewick within the City.

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

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 throughout 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.

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.
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 - 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: Distribution of Land Use of Parcels (2016)” 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 underserved with commercial and light industrial uses to support the residential population adequately.

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\(^1\) net acres of land will need to be developed within the city by the year 2037 in order to house, employ, and provide shopping and other needed services.

\(^1\) Net acreage does not include land necessary for roads, utilities easements, parks, stormwater features, etc.
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 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

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

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

(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.)

2 Includes retail, warehouses, office, golf course, RV park.
incorporated areas. The city’s development footprint is shown in “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.

**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: West Richland Annexation Map” 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.

**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: West Richland Commercial and Industrial Districts”. 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.

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 POLICIES**

**A. LAND USE PLAN: DISTRIBUTION AND MAP**

The City’s official Land Use Map (“Figure LU-5: City of West Richland Land Use Map”) 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 Rezonings) rely on the Comprehensive Plan to provide the foundation for those determinations made by the decision-making authority. “Table LU-2: Distribution of Land Designations under the Comprehensive Plan” provides a summary of the distribution of the different categories as displayed on the 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 stores, and other similar types.

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

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percentage</th>
<th>Percentage Excluding U-Trans</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential (LD-RES)</td>
<td>1,542</td>
<td>11.1%</td>
<td>19.8%</td>
</tr>
<tr>
<td>Medium Density Residential (MD-RES)</td>
<td>4,071</td>
<td>29.2%</td>
<td>52.3%</td>
</tr>
<tr>
<td>High Density Residential (HD-RES)</td>
<td>743</td>
<td>5.3%</td>
<td>9.6%</td>
</tr>
<tr>
<td>Low Intensity Commercial (L-COM)</td>
<td>213</td>
<td>1.5%</td>
<td>2.8%</td>
</tr>
<tr>
<td>High Intensity Commercial (H-COM)</td>
<td>1,106</td>
<td>8%</td>
<td>14.2%</td>
</tr>
<tr>
<td>Mixed Use (MU)</td>
<td>63</td>
<td>0.5%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Industrial (IND)</td>
<td>42</td>
<td>0.3%</td>
<td>0.5%</td>
</tr>
<tr>
<td>Urban Transition (U-Trans)</td>
<td>6,139</td>
<td>44.1%</td>
<td>-</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>13,919</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
</tr>
<tr>
<td>(Right of Way)</td>
<td>366</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>(Area in River)</td>
<td>289</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>
Figure LU-5: City of West Richland Land Use Map

Legend

- City Limits
- IND: Industrial
- MU: Mixed Use
- L-COM: Low Intensity Commercial
- HD-RES: High Density Residential
- MD-RES: Med. Density Residential
- LD-RES: Low Density Residential

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
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-2: Distribution of Land Designations under the Comprehensive Plan" shows the Land Use Map designations and the implementing zoning districts that correspond with the designation.

**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.

   - 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.
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: Employment Trends by Earnings (2002-2014)” 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.

West Richland has seen nearly a threefold increase in jobs from 2002 to 2014.

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

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.

Figure ED-3: Development Trends by Type - Square Feet of Commercial Structures, West Richland, 1980-2016
Source: Benton County Assessor, 2016

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

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

increase in real growth in its retail and services base since 2000 (“Figure ED-2: Retail Tax and Construction Value Trends - 2000-2015”). 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.

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

“Figure ED-3: Development Trends by Type - Square Feet of Commercial Structures, West Richland, 1980-2016” summarizes by the development of commercial square foot by year 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.

FUTURE EMPLOYMENT AND INDUSTRY SECTOR FORECASTS

“Table ED-2: Relative Distribution of Employment, West Richland TAZs, 2015” and “Table ED-3: Employment Forecast, West Richland TAZs, 2010-2040” and “Figure ED-4: Job Growth Forecast by Sector, West Richland TAZs, 2010-2040” 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.

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.

| Table ED-2: Relative Distribution of Employment, West Richland TAZs, 2015 |
|---------------------------------|---|---|
| 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>
<thead>
<tr>
<th>Table ED-3: Employment Forecast, West Richland TAZs, 2010-2040</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Year</strong></td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>2015</td>
</tr>
<tr>
<td>2025</td>
</tr>
<tr>
<td>2035</td>
</tr>
<tr>
<td>2040</td>
</tr>
</tbody>
</table>

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.

CHAPTER THREE \ ECONOMIC DEVELOPMENT
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 POLICIES
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.
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.

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: Mapped Critical Areas - Approximate” 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
### Table E-1: Climate Change Perspectives

<table>
<thead>
<tr>
<th>Indicators and Products of Climate Change</th>
<th>Discussion</th>
<th>Potential Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Increasing carbon dioxide levels, rising sea levels and more acidic marine waters</strong></td>
<td>Natural and anthropogenic (human) sources are causing the levels of greenhouse gases in the earth’s atmosphere to rise.</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Warmer air temperatures</strong></td>
<td>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.</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Drier summers and reduced snowfall</strong></td>
<td>These factors could negatively impact stream flows, impacting fish, wildlife, water supply and agriculture.</td>
<td>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.</td>
</tr>
<tr>
<td><strong>More frequent and severe extreme weather events</strong></td>
<td>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.</td>
<td>Energy-efficient homes, buildings and building systems can reduce the need for air conditioning.</td>
</tr>
<tr>
<td><strong>Warmer water temperatures</strong></td>
<td>Fish species are threatened by warmer water temperatures.</td>
<td>The city’s Shoreline Master Program is designed to reduce impacts of development on fish habitat.</td>
</tr>
<tr>
<td><strong>Increasing frequency and severity of wildfires</strong></td>
<td>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.</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Increasing frequency and severity of flooding</strong></td>
<td>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.</td>
<td>Flood control measures, clearing and regulations and application of the city’s flood control regulations can minimize potential damage to development caused by flooding.</td>
</tr>
</tbody>
</table>
qualified professional to confirm the presence or absence of critical areas and the extent to which future development proposals affect these areas.

**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: Climate Change Perspectives” 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.

**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 POLICIES**
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 geotechnical 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.
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: West Richland Population by Age Segmentation and Gender (2014 Estimate)” 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.

**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: West Richland and Benton County Households (2014 Estimates)” shows a summary of household attributes for West Richland and Benton County in 2014.

<table>
<thead>
<tr>
<th>Household Characteristics</th>
<th>West Richland</th>
<th>Benton County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Household Income</td>
<td>Median $81,778</td>
<td>$60,589</td>
</tr>
<tr>
<td></td>
<td>Mean $93,454</td>
<td>$77,597</td>
</tr>
<tr>
<td>Household Size</td>
<td>One-person 17.5%</td>
<td>25.9%</td>
</tr>
<tr>
<td></td>
<td>Two-person 34.7%</td>
<td>34.2%</td>
</tr>
<tr>
<td></td>
<td>Three-person 17.8%</td>
<td>14.8%</td>
</tr>
<tr>
<td></td>
<td>Four-or-more-person 27.5%</td>
<td>25.1%</td>
</tr>
<tr>
<td>Household types</td>
<td>Family households (one or more related or married persons) 78.2%</td>
<td>69.2%</td>
</tr>
<tr>
<td></td>
<td>Multiple-person households with no children 4.2%</td>
<td>4.9%</td>
</tr>
<tr>
<td></td>
<td>Single-person households 17.5%</td>
<td>25.9%</td>
</tr>
<tr>
<td>Presence of children in households</td>
<td>No related children under 18 years of age 61.6%</td>
<td>65.7%</td>
</tr>
<tr>
<td></td>
<td>With related children under 18 years of age 38.4%</td>
<td>34.3%</td>
</tr>
</tbody>
</table>

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

“Figure H-2: West Richland Household Income in the Past 12 Months (in 2014-Inflation Adjusted Dollars)” 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-3: Percentage of Households Receiving SNAP Benefits (2014 Estimate)” 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.

Finally, “Figure H-4: Percentage of Persons Living Below the Poverty Level (2014 Estimate)” 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.

**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: Inventory of West Richland Dwelling Units, 1991-2016" 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.

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. 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.

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: Number of Bedrooms in West Richland Homes".

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: Distribution of West Richland Dwelling Units, 1991-2016”, 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-9: Fair Market Rent Trends” 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.

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: Home Sales Prices” 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.

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: West Richland Housing Occupancy Status”. 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.

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 downtown 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 identity of different neighborhoods becomes more perceptible. “Figure H-12: West Richland Neighborhoods” includes a map with several (but not all) West Richland neighborhoods labeled.

**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 stepless 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.
chapter six
parks and recreation

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

<table>
<thead>
<tr>
<th>Park Type / Facility</th>
<th>Planned Level of Service (per 1000 residents)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Park</td>
<td>2 acres</td>
</tr>
<tr>
<td>Community Park</td>
<td>2.75 acres</td>
</tr>
<tr>
<td>Neighborhood Park</td>
<td>1.25 acres</td>
</tr>
<tr>
<td>Open Space</td>
<td>1 acre</td>
</tr>
<tr>
<td>Trails</td>
<td>1 mile</td>
</tr>
</tbody>
</table>

PARKS INVENTORY

The following inventory ("Table PR-2 Regional and Community Parks", "Table PR-3: Neighborhood Parks (continued)" and "Table PR-4: Dedicated Open Space") outlines features and amenities available in West Richland Parks, as of 2017.

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
### Table PR-2: Regional and Community Parks

<table>
<thead>
<tr>
<th>Name</th>
<th>Key Features</th>
<th>Description / Amenities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bombing Range Sports Complex</strong>&lt;br&gt;3200 Bombing Range Road</td>
<td>• 25 Acres&lt;br&gt;• West lot: 137 paved parking spaces&lt;br&gt;• East lot: 117 paved parking spaces&lt;br&gt;• Restrooms&lt;br&gt;• Clubhouse&lt;br&gt;• Two concessions stands&lt;br&gt;• Electricity available&lt;br&gt;• Transit stop</td>
<td>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.&lt;br&gt;Many local sports associations and leagues utilize these fields for practices, games, and tournaments.&lt;br&gt;This park is the site of the annual “Hogs and Dogs Family Festival” and the annual Easter egg hunt.</td>
</tr>
<tr>
<td><strong>Flat Top Community Park</strong>&lt;br&gt;4749 W Van Giesen Street</td>
<td>• Approx. 10 Acres&lt;br&gt;• 180+ Parking Spaces (paved, shared with park and ride)&lt;br&gt;• Restrooms&lt;br&gt;• Electricity available&lt;br&gt;• Community pavilion with sinks and workroom&lt;br&gt;• Transit stop</td>
<td>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.&lt;br&gt;A Veterans’ Memorial is located at the park.&lt;br&gt;This park is the site of many annual events including Concerts in the Park, National Night Out, the Harvest Festival, and Carols &amp; Cocoa.</td>
</tr>
<tr>
<td><strong>Park at the Lakes</strong>&lt;br&gt;Access from 3600 block at Bombing Range Road, or via Lakeside Lane</td>
<td>• Nearly 20 acres&lt;br&gt;• 1.54-mile loop trail&lt;br&gt;• 29 Parking Spaces (paved, at Bombing Range Rd Trailhead)&lt;br&gt;• 6 Parking Spaces (paved, at Lakeside Ln. Trailhead)&lt;br&gt;• Two ponds and natural areas</td>
<td>This park features a paved trail, picnic tables, and benches.</td>
</tr>
<tr>
<td><strong>South Highlands Park</strong>&lt;br&gt;2010 Humming Bird Lane</td>
<td>• 2.5 Acres&lt;br&gt;• No Parking</td>
<td>This park features picnic tables, BBQs, play structures, benches, basketball and tennis courts, and dog water stations. There are also bike racks.</td>
</tr>
<tr>
<td><strong>Yakima River Gateway Park</strong>&lt;br&gt;3600 W. Van Giesen</td>
<td>• Under development: Will be approximately 1.5 acres and include 52 paved parking spaces.</td>
<td>This park is under development, scheduled to open in 2018. 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.</td>
</tr>
</tbody>
</table>

### Table PR-3: Neighborhood Parks

<table>
<thead>
<tr>
<th>Name</th>
<th>Key Features</th>
<th>Description / Amenities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Coyote Park</strong>&lt;br&gt;2401 S. Highlands Blvd</td>
<td>• 2.8 acres</td>
<td>Picnic tables, shelters, play structures, benches, basketball court, horseshoe pits</td>
</tr>
<tr>
<td><strong>Edgewater Park</strong>&lt;br&gt;4507 Chelan Drive</td>
<td>• Approx. 0.5 acre</td>
<td>Play structure, swings, horseshoe pits</td>
</tr>
<tr>
<td><strong>Enterprise Park</strong>&lt;br&gt;4900 Spirea Ct</td>
<td>• 6 acres&lt;br&gt;• Parking off of Bombing Range Road</td>
<td>Picnic tables and benches</td>
</tr>
</tbody>
</table>
### Table PR-3: Neighborhood Parks (continued)

<table>
<thead>
<tr>
<th>Name</th>
<th>Key Features</th>
<th>Description / Amenities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Glenn Memorial Park</strong></td>
<td>1.6 acres</td>
<td>Picnic tables, play structure, bathrooms, playfields, benches, basketball courts, and bike racks</td>
</tr>
<tr>
<td>5901 Gray Street</td>
<td>24 parking spaces (shared with the senior center facility)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bathrooms (located within the senior center)</td>
<td></td>
</tr>
<tr>
<td><strong>Grant Court Park</strong></td>
<td>Approx. 0.1 acre</td>
<td>Play structure and a bench</td>
</tr>
<tr>
<td>3713 Grant Loop</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Luanne Estates Park</strong></td>
<td>Approx. 0.3 acre</td>
<td>Play structure</td>
</tr>
<tr>
<td>Fern Loop</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Melinda Park</strong></td>
<td>Approx. 0.75 acre</td>
<td>N/A</td>
</tr>
<tr>
<td>4313 Melinda Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Paradise Park</strong></td>
<td>1 Acre</td>
<td>Play Structure</td>
</tr>
<tr>
<td>1800 S Highlands Blvd</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Yellowstone Trail Park</strong></td>
<td>Approx. 0.9 acre</td>
<td>Picnic bench</td>
</tr>
<tr>
<td>106 Austin Drive</td>
<td>8 parking spaces</td>
<td>A community garden with 42 raised garden beds available for rental; handicap accessible plots are also available; the City provides water and garden hoses</td>
</tr>
<tr>
<td><strong>Wildcat Park</strong></td>
<td>Approx. 0.2 acre</td>
<td>Drinking fountain, some picnic tables</td>
</tr>
<tr>
<td>Paradise and 50th Street</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Table PR-4: Dedicated Open Space

<table>
<thead>
<tr>
<th>Name</th>
<th>Key Features</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Laurel Hill Addition Open Space Tract</strong></td>
<td>6.1 Acres</td>
<td>Open space reserved in subdivision</td>
</tr>
<tr>
<td>King Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Enterprise Middle School</strong></td>
<td>5.3 Acres</td>
<td>Open space, left undeveloped for squirrel and burrowing owl habitat (Richland School District property)</td>
</tr>
<tr>
<td>(NW corner) 5200 Paradise Way</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>West Richland Golf Course (portion)</strong></td>
<td>53 Acres - Developed</td>
<td>Developed open space used for recreation. (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.)</td>
</tr>
<tr>
<td>4000 Fallon</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Paul Keith Wetland Preserve</strong></td>
<td>8.5 Acres</td>
<td>Open Space, natural areas (A paved trail is planned for future development.)</td>
</tr>
<tr>
<td>Off of Keene Road, near W. Lattin intersection</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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: 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 engagement and enjoyment.
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.
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: Level of Service Category Descriptions”.

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level of Service A</td>
<td>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.</td>
</tr>
<tr>
<td>Level of Service B</td>
<td>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.</td>
</tr>
<tr>
<td>Level of Service C</td>
<td>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.</td>
</tr>
</tbody>
</table>
**Level of Service D**

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.

**Level of Service E**

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.

**Level of Service F**

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.
Figure T-1: Roadway Functional Classification
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: Inventory of Existing Streets”.

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

### Table T-2: Inventory of Existing Streets

<table>
<thead>
<tr>
<th>Street Origin and Terminus</th>
<th>Lane Miles</th>
<th>City Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Van Giesen Street (SR 224)</td>
<td>11.1</td>
<td>Principal Arterial (Limited Access)</td>
</tr>
<tr>
<td>Keene Road</td>
<td>9.9</td>
<td>Principal Arterial (Limited Access)</td>
</tr>
<tr>
<td>Bombing Range Road</td>
<td>6.2</td>
<td>Minor Arterial (Limited Access)</td>
</tr>
<tr>
<td>Dallas Road</td>
<td>0.2</td>
<td>Minor Arterial (Limited Access)</td>
</tr>
<tr>
<td>Kennedy Road</td>
<td>3.6</td>
<td>Minor Arterial (Limited Access)</td>
</tr>
<tr>
<td>Belmont Boulevard</td>
<td>4.4</td>
<td>Minor Arterial (Limited Access)</td>
</tr>
<tr>
<td>Paradise Way</td>
<td>3.9</td>
<td>Minor Arterial (Limited Access)</td>
</tr>
<tr>
<td>S. 38th Avenue</td>
<td>1.6</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>Grosscup Boulevard</td>
<td>2.4</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>Harrington Drive</td>
<td>3.4</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>Ruppert Road</td>
<td>5.6</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>Mt. Adams View</td>
<td>0.6</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>Fallon Drive</td>
<td>1.0</td>
<td>Arterial Collector</td>
</tr>
<tr>
<td>S. 38th Ave</td>
<td>0.4</td>
<td>Arterial Collector</td>
</tr>
<tr>
<td>Watkins Way</td>
<td>0.2</td>
<td>Arterial Collector</td>
</tr>
<tr>
<td>S. Highlands Boulevard</td>
<td>2.6</td>
<td>Neighborhood Collector</td>
</tr>
<tr>
<td>Holly Way</td>
<td>1.0</td>
<td>Neighborhood Collector</td>
</tr>
<tr>
<td>S. 38th Avenue</td>
<td>0.4</td>
<td>Neighborhood Collector</td>
</tr>
<tr>
<td>Kona Drive</td>
<td>1.0</td>
<td>Neighborhood Collector</td>
</tr>
<tr>
<td>N. 62nd Avenue</td>
<td>1.6</td>
<td>Neighborhood Collector</td>
</tr>
<tr>
<td>All other roadways</td>
<td>140.0</td>
<td>Local Streets</td>
</tr>
</tbody>
</table>
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 T-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.

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 - L.O.S. 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 - L.O.S. 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. 47th Ave (Kennedy Road to Truss Factory)
• Arena Road (Kennedy Road to Dallas Road)
• Fallon Drive (N. 39th Ave to Fallon Place)
• Harrington Road (N. 62nd Ave to City Limits)
• Ruppert Road (SR 224 / Van Giesen to West City Limits)
• N. 46th Ave (SR 224 / Van Giesen to North City Limits)
• S. 42nd Place (All)
• Butte Court (All)
• S. 38th Ave (Grant Street to South City Limits)
• King Drive (S. 45th 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 - L.O.S. 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. 38th Ave (SR 224 / Van Giesen to Orchard Street)
- Grosscup Blvd (SR 224 / Van Giesen to N. 62nd Ave)
- Harrington Drive (N. 62nd 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. 62nd 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: City of West Richland Trails Map” 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.

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: Planned Roadway & Intersection Improvements”. 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 Contingency Roadway & Intersection Improvements” 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.

**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.
### Table T-3: Planned Roadway & Intersection Improvements

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project</th>
<th>Location / Extents</th>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Paradise Way Extension - Phase 4</td>
<td>600’ West of Jade Avenue to SR 224</td>
<td>Construct 3 Lane Urban Section</td>
<td>$1,390,000</td>
</tr>
<tr>
<td>2</td>
<td>Bombing Range Road - Phase 8</td>
<td>Silver Lake Court to South City Limits</td>
<td>Construct 3 Lane Urban Section</td>
<td>$430,000</td>
</tr>
<tr>
<td>3</td>
<td>S 38th Avenue / Mt Adams View Drive</td>
<td>Orchard to Northlake Drive &amp; Bombing Range Road to S 38th Avenue</td>
<td>32’ Rural Road</td>
<td>$1,243,000</td>
</tr>
<tr>
<td>4</td>
<td>S 38th Avenue / SR 224</td>
<td>S 38th Avenue / SR 224 Intersection</td>
<td>Signalize Intersection</td>
<td>$577,000</td>
</tr>
<tr>
<td>5</td>
<td>Grosscup Boulevard</td>
<td>SR 224 to N 62nd Avenue</td>
<td>Pavement Preservation</td>
<td>$253,125</td>
</tr>
<tr>
<td>6</td>
<td>N 62nd Ave</td>
<td>SR224 to Grosscup Boulevard</td>
<td>Pavement Preservation</td>
<td>$907,000</td>
</tr>
<tr>
<td>7</td>
<td>Harrington Drive</td>
<td>N 62nd Avenue to West City Limits</td>
<td>Pavement Preservation</td>
<td>$230,604</td>
</tr>
<tr>
<td>8</td>
<td>Kennedy Road</td>
<td>Bombing Range Road to West City Limits</td>
<td>Pavement Preservation</td>
<td>$143,732</td>
</tr>
<tr>
<td>9</td>
<td>Paradise Way</td>
<td>Bombing Range Road to 600’ West of Jade Ave</td>
<td>Pavement Preservation</td>
<td>$492,000</td>
</tr>
<tr>
<td>10</td>
<td>Ruppert Road</td>
<td>SR 224 to West City Limits</td>
<td>Pavement Preservation</td>
<td>$298,280</td>
</tr>
<tr>
<td>11</td>
<td>Belmont Blvd - Phase 2</td>
<td>Paradise Way to SR 224</td>
<td>Construct Arterial Collector</td>
<td>$3,410,000</td>
</tr>
<tr>
<td>12</td>
<td>S 38th Avenue</td>
<td>SR 224 to Fallon Drive</td>
<td>Construct Arterial Collector</td>
<td>$4,707,000</td>
</tr>
<tr>
<td>13</td>
<td>Bombing Range Road</td>
<td>Collins Road to Norma</td>
<td>Road Widening</td>
<td>$3,729,000</td>
</tr>
<tr>
<td>14</td>
<td>Keene Road - Phase 6</td>
<td>Pacific Rim Winery to Ruppert Road</td>
<td>Construct 3 Lane Urban Section w/ 12’ ACP Pathway</td>
<td>$3,313,000</td>
</tr>
<tr>
<td>15</td>
<td>Bombing Range Rd / Austin Drive</td>
<td>Bombing Range Road / Austin Drive Intersection</td>
<td>Improve Access and Safety</td>
<td>$96,000</td>
</tr>
<tr>
<td>16</td>
<td>S 38th Avenue - Phase 2</td>
<td>Grant Street to Orchard Street</td>
<td>Construct 3 Lane Urban Section</td>
<td>$2,068,000</td>
</tr>
<tr>
<td>17</td>
<td>Watkins Way Extension</td>
<td>West Lattin to Hazelwood Drive</td>
<td>Construct Arterial Collector</td>
<td>$346,000</td>
</tr>
<tr>
<td>18</td>
<td>SR 224 / Ruppert Road</td>
<td>SR 224 / Ruppert Road Intersection</td>
<td>Signalize Intersection</td>
<td>$500,000</td>
</tr>
<tr>
<td>19</td>
<td>SR 224 / Keene Road</td>
<td>SR 224 / Keene Road Intersection</td>
<td>Signalize Intersection</td>
<td>$500,000</td>
</tr>
<tr>
<td>20</td>
<td>Bombing Range Road / Mt Adams View Drive</td>
<td>Bombing Range Road / Mt Adams View Drive Intersection</td>
<td>Intersection Modifications</td>
<td>$500,000</td>
</tr>
<tr>
<td>21</td>
<td>Bombing Range Road / Keene Rd</td>
<td>Bombing Range Rd / Keene Rd Intersection</td>
<td>Roundabout Modifications</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>22</td>
<td>Preakness Boulevard / Keene Road</td>
<td>Preakness Boulevard / Keene Road Intersection</td>
<td>Signalize and Widen Intersection</td>
<td>$350,000</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>$25,983,741</strong></td>
</tr>
</tbody>
</table>

### Table T-4 Contingency Roadway & Intersection Improvements

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project</th>
<th>Location / Extents</th>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>Keene Road</td>
<td>Bombing Range Road to SR 224</td>
<td>Road Widening to 4 Lanes w/ 12’ ACP Pathway</td>
<td>$7,180,000</td>
</tr>
<tr>
<td>24</td>
<td>Keene Road - Phase 7</td>
<td>Ruppert Road to Twin Bridges</td>
<td>Construct 2 Lane Rural Section</td>
<td>$4,206,000</td>
</tr>
<tr>
<td>25</td>
<td>Paradise Way Extension - Phase 5</td>
<td>SR 224 to Ruppert Road</td>
<td>Construct 3 Lane Urban Section</td>
<td>$3,259,000</td>
</tr>
</tbody>
</table>
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.

Table T-4: Contingency Roadway & Intersection Improvements (continued)

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

Table T-5: 20 Year Revenue and Cost Estimates

<table>
<thead>
<tr>
<th>YEAR</th>
<th>ESTIMATED O &amp; M REVENUE*</th>
<th>ESTIMATED O &amp; M COST</th>
<th>ESTIMATED CAPITAL REVENUE*</th>
<th>ESTIMATED CAPITAL COST**</th>
<th>ENDING BALANCE</th>
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<tr>
<td>2017-2037</td>
<td>$10,819,354</td>
<td>$10,819,354</td>
<td>$24,659,800</td>
<td>$25,983,741</td>
<td>-$1,323,941</td>
</tr>
</tbody>
</table>

* 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.
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.

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 POLICIES

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. If 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, though a standardized system of notification and meeting, can help avoid problems during construction.

Similarly, proposed land use changes could result
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.

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.

POLICIES:

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.
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.

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.

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.

**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.

**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.

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 reuse 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.
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.

<table>
<thead>
<tr>
<th>Building name</th>
<th>Address</th>
<th>Description</th>
<th>Current Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Hall</td>
<td>3801 W Van Giesen</td>
<td>Approx. 2192 square foot building, constructed in 1977</td>
<td>City Clerk Office, City administration and finance, Mayor’s office</td>
</tr>
<tr>
<td>Development Services</td>
<td>3801 W Van Giesen</td>
<td>Approx. 5000 square foot building, constructed in 2003</td>
<td>Public Works, Community Development (Planning and Building), Conference Room</td>
</tr>
<tr>
<td>Police</td>
<td>3805 W Van Giesen</td>
<td>Approx. 3032 square foot building, constructed in 1977</td>
<td>Police department building including interview room, administrative offices, front counter</td>
</tr>
<tr>
<td>Library</td>
<td>3803 W Van Giesen</td>
<td>Approx. 6136 square foot building, constructed in 1977</td>
<td>Library (leased) Council Chambers / meeting space</td>
</tr>
<tr>
<td>City Maintenance Shop</td>
<td>5456 W Van Giesen</td>
<td>Approx. 1170 square foot structure</td>
<td>Offices, storage</td>
</tr>
<tr>
<td>Senior Center</td>
<td>616 60th Avenue</td>
<td>Under 1200 square foot, built in 1950’s</td>
<td>Senior Center and related activities</td>
</tr>
<tr>
<td>Wastewater Treatment Plant</td>
<td>N/A</td>
<td>Various buildings, equipment and facilities located on a 15-acre site</td>
<td>Laboratory, street waste decant facility, biosolids facility, treatment plant</td>
</tr>
<tr>
<td>Industrial Wastewater Treatment Plant</td>
<td>7655 Van Giesen</td>
<td>Small steel-structure building located on a one-acre site</td>
<td>Influent and effluent storage tanks, modular treatment tanks, laboratory</td>
</tr>
<tr>
<td>Parks Restrooms and Other Facilities</td>
<td>Various locations</td>
<td>Multiple facilities</td>
<td>The city owns and maintains restroom facilities in the city’s park system, as well as additional facilities such as small kitchens</td>
</tr>
</tbody>
</table>
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-1 City of West Richland Buildings and Facilities”. In addition, the city retains ownership of additional buildings as listed in the table.

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-2: Minimum Level of Service Standards” to promote the community’s quality of life.

**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 surplused 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.
**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 roads.

**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 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 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-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.

**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.

**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.