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CITY OF WEST RICHLAND COMPREHENSIVE PLAN

I. INTRODUCTION

A. Introduction

The Comprehensive Plan is a decision-making tool. It is a broad statement of community goals and policies that direct the orderly and coordinated physical development of the City. The plan anticipates change and provides specific guidance for approval of rezones, subdivisions, and the development of the City. It reflects the results of citizen involvement, technical analysis, and the recommendations of the Planning Commission and adoption by the City Council.

It is the role of local government not only to respond to the requirements of the Growth Management Act but also to respond to the needs of its residents. People need a safe and secure place to live, an economy that provides jobs, ways to travel, schools, and recreational opportunities.

The City of West Richland's Comprehensive Plan, its text and maps, includes goals and policies that will provide guidance for public and private decision makers. This plan will provide the basis for designating land uses, for infrastructure development, and for implementing community services. The plan is written for a planning period of 20 years with periodic updates.

This Comprehensive Plan will replace the 1991 City of West Richland Comprehensive Plan. The Plan will consider the past and present of the community, the peoples' wishes, and the Washington State Growth Management Act.

B. Growth Management Act

Washington State's Growth Management Act (GMA) seeks to provide a managed framework for growth and development throughout the state. Factors influencing approval of the Act included uncoordinated and unplanned growth, the lack of common goals expressing the public's interest, and degradation of the natural systems. The other factor was the threat from unplanned growth

to health, safety, and to the high quality of life enjoyed by residents of this state.

C. What is in the Plan?

The Comprehensive Plan includes the elements that are mandatory under the GMA: land use, housing, transportation, utilities, and capital facilities plus economic development, community facilities, parks and open space, and environmental elements. This plan should be used with the Environmental Impact Statement (EIS) on the Comprehensive Plan. The EIS will supply much of the detailed information that is not described in this document.

The Comprehensive Plan touches on many aspect of community life and development, including the character of neighborhoods, standards of urban design, and the development of a vibrant economy. The plan will serve the citizens by providing guidelines for a safe, livable, economically viable community.

The plan is organized into nine elements. Each element contains goals, policies, and strategies that provide guidelines and criteria setting the direction and substance of the community's development. These elements are directed at enhancing the community's liveability, and meeting concerns and desires expressed by City residents. The GMA requires the Comprehensive Plan to contain a Future Land Use Map. The West Richland Comprehensive Plan also includes a Development Area Map. The Development Area Map directs the location of future development and appurtenant new services to support subsequent development for the next 20-year period.

II. CITIZEN PARTICIPATION

The City of West Richland involved its citizenry in the planning effort in several ways. Citizen participation for planning process included the following:

- X A community survey sent to 400 residents. The City achieved an 85.75% response rate on this survey.
- X Drop-In Centers were located at different places in West Richland during one week. Approximately 100 - 120 people participated in the Drop-In Centers.
- X Town Hall Meetings were held on May 20, 1995 and on November 16, 1995 and March 7, 1996 at the Tapteal Elementary School gymnasium. As many as fifty members of the public attended any given meeting, not counting staff and Planning Commission members.

In 1991, West Richland developed a vision statement as part of their Comprehensive Plan for the future. It is important that the community vision be considered whenever the City reviews its future.

Vision Statement

The West Richland's vision is to be an attractive, growing, and affordable community with residents who are involved in and take pride in their city. We have a vital economy that offers a variety of shopping and services, events and activities both for residents and visitors. We have a diverse mix of basic industry, that supports the surrounding area. A vibrant riverfront provides an exciting focal point for the community. Environmental quality is high as a result of the creative use of buffer zones, open space, and mixed high and low density development. Residential areas provide affordable housing for everyone, from families wishing large lots to senior citizens and singles needing minimal maintenance homes.

The City staff and Planning Commission integrated the views of the citizens expressed through these events into the plan.

III. OVERALL CONCEPT

A. Introduction

Comprehensive plans in Washington State must show compliance with the Growth Management Act through:

- X meeting the goals and mandates for the Act and procedural criteria of the Washington Administrative Code,
- X being internally consistent. Each part of the plan should be integrated with all other parts, and all parts when considered together, should be achievable. All physical aspects of the plan should be able to coexist on the available land and be supported by adequate public facilities, and
- X being consistent with County-Wide Planning Policies and state mandates.

B. Benton County's "County-Wide Planning Policies"

Growth management planning is a cooperative process between Benton County and the cities. In coordinating the comprehensive planning process, the Growth Management Act requires that County-Wide Planning Policies be developed through a collaborative process between county and City representatives. The County-Wide planning policies are written policy statements used to establish a framework within which counties' and cities' comprehensive plans are developed and adopted. This framework is intended to ensure that City and County comprehensive plans are consistent.

C. Urban Growth Area

The Urban Growth Area (UGA) includes land where the City of West Richland will expand and provide future urban services. The City and County will coordinate development activities within the unincorporated portion of the UGA through commonly adopted management policies and an interlocal agreement. See Map 1, the Urban Growth Area Map, for the location of the City of West Richland's UGA.

IV. COMPREHENSIVE PLAN ELEMENTS

A. Introduction

The Washington State Growth Management Act requires land use, housing, transportation, utilities, capital and public facilities elements in the Comprehensive Plan. Cities are required to encourage development in urban areas where adequate public facilities and services exist or can be efficiently provided. Cities are also instructed to reduce the inappropriate conversion of undeveloped land into sprawling, low-density development. The Growth Management Act requires that private property not be taken for public use without just compensation, thus protecting landowners from arbitrary and discriminatory actions. The Act states that applications for permits should be processed in a timely and fair manner to ensure predictability. Also, the Act instructs cities to identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

B. Land Use

1. Introduction

The Land Use Element is a key element of the Comprehensive Plan. This element contains a Land Use Map, Map 2, and supporting text. The Land Use Map is a graphic representation of the City's Comprehensive Plan. The supporting text represents an integration of the City's economic objectives, capital facilities, and community values, goals, and vision. Decisions will be based on both the Land Use Map and the text. In interpretation of the two, the preponderance of weight will be given to the text.

This element considers the general distribution and location of land uses for full development and identifies development areas for the next 20 years. It also considers appropriate intensity and density of land uses given current development trends. Additionally it considers community goals, other planning goals, and consistency with other elements of this plan.

The Land Use Element establishes City policy regarding how land

may be developed. The City of West Richland will provide for a variety of land uses, to ensure the maximum cultural, social and economic benefits for its citizens. This element includes goals and policies. The land use maps and the Farm Overlay Map use the following seven land use categories:

Low Density Residential - Single-Family Residential with a maximum unit density range of one dwelling unit or less per acre.

Medium Density Residential - Single or Multi-family Residential with a unit density range of greater than 1 dwelling unit per acre with a maximum unit density of 9 dwelling units per acre.

High Density Residential - Multi-family Residential with a net unit density range of ten to thirty dwelling units per acre.

Commercial - Provides neighborhood, community, and regional business areas. The commercial land use category 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 uses oriented to serving residential neighborhoods, such as grocery stores, hardware supply, and garden supply. Other commercial uses include automobile-related uses, and uses that normally require outdoor storage and display of goods.

Industrial - This category includes a variety of light and heavy manufacturing, assembly, and warehousing and distribution uses. It also includes uses devoted to the sale of retail and wholesale products manufactured on-site, and a variety of research and development uses for science-related activities.

Urban Reserve - The Urban Reserve designation is assigned to lands that are to be held in reserve 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 Reserve are intended to be temporary to provide the City a basis to evaluate future

needs for additional land in other land use designations.

Public Reserve - Provides for lands set aside for public use: including, but not limited to, school sites, parks, steep slope areas, canals, waterways, fire stations, and other public buildings.

Farms - This is an overlay on other residential land uses. See Farm Overlay Map, Map 4. The Map shows properties presently in agricultural use and anticipated being in agricultural use. This land use in the Comprehensive Plan does not prohibit development on these lands.

2. Land Use Goals and Policies:

Goal:

- a. Respect private property owners' rights in all planning efforts.**

Policies:

1. Follow due process in all activities related to land use.
2. Review and revise the Comprehensive Plan no more than once a year and at least once every five years.
3. Involve the Planning Commission, Board of Adjustment, and other committees and groups in the ongoing planning process to represent the views and needs of the City of West Richland.
4. Encourage property owner participation in the creation of local plans for public improvements, zoning, and other planning concerns.
5. Permit agricultural production on properties suitable for agricultural uses within the Urban Growth Area while such use is viable.
6. Discourage the reduction of parcels used for agricultural purposes to less than 40 acres.

Goal:

- b. Create a well designed, aesthetically pleasing City.**

Policies:

1. Ensure the integration of land use plans with infrastructure plans for the City.

Strategy:

- (1) Place multi-family residential developments next

to arterial streets, along public transportation routes, or on the periphery of commercially designated areas.

2. Ensure that new development is consistent with established design standards.

Strategies:

- (1) Consider expanding existing design standards to include a tree planting program.
 - (2) Consider enhancing the existing sign ordinance and storm drainage requirements.
 - (3) Consider enhancing the community entrances to support a positive feeling on entering the community.
3. Locate new high density development areas so that residents will have access to walking, bicycling, and public transit.
 4. Ensure adequate buffering between land use types.

Goal:

- c. Provide for the orderly development of the City.**

Policies:

1. Focus growth into areas that currently have adequate capital facilities to absorb the development.
2. Identify land needed for public purposes early in the planning process.
3. Ensure that the planning process does not artificially inflate land values.
4. Identify development areas, planned service expansions, and extensions of utilities to occur logically and be cost effective.
5. Work closely with adjacent cities and the County to

coordinate land use plans.

6. Establish a memorandum of understanding with the county related to the urban growth area not within the City limits.

7. Encourage the use of previously passed-over parcels within areas characterized by urban growth where they can help maintain level of service standards.

8. Discourage extensive amounts of large lot development especially in areas that do not have access to irrigation water.

9. Ensure that residential development occurring beyond the Urban Growth Boundary is consistent with the rural nature of the lands.

10. Require that state and local permits be processed in a timely and fair manor to ensure predictability.

Goal:

d. Establish land use patterns that balance development and provide for diverse uses.

Policies:

1. Provide adequate, well-located areas for public lands and facilities.

Strategy:

(1) Identify and obtain sites for public lands and facilities early in the development of an area to ensure that the facilities are appropriately located to serve the area and to reduce acquisition costs.

(2) Allow essential public facilities as a permitted or conditional/special uses in the zoning ordinance.

(3) Incorporate the provisions regarding identification and siting of essential public

- facilities in the applicable zoning classification.
2. Plan for adequate commercial and industrial land to provide to establish an adequate tax base for required City services and facilities.
 3. Provide diverse residential densities to permit housing for a variety of lifestyles and household income levels.

Goal:

- e. Maintain the unique character of the City.**

Policies:

1. Maintain or improve the integrity and livability of established neighborhoods.
2. Establish a harmonious relationship between the natural and developed environment.

Strategy:

- (1) Enhance and protect the buttes, the canal corridors, and the uniqueness and history of the area, including its geological features.
3. Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

MAP 1
URBAN GROWTH AREA MAP

MAP 2
LAND USE MAP

MAP 3
FARM OVERLAY MAP

C. Housing

1. Introduction

The Housing Element considers how the City will address the potential housing needs for the community during the planning period. The Washington State Office of Financial Management (OFM) determined the City's official population was 8,734 persons as of April 2001. This included 3,119 households with an average of 2.80 persons per household. The population forecast prepared by the City of West Richland, sets the 20-year population at 11,800 people.

The development areas of the City are shown on the Development Area Maps, Map 4, 5, and 6 in the Environmental Impact Statement (EIS). These maps show where residential land uses are expected to develop during the next 20 years.

2. Housing Goals and Policies

Goal:

- a. Preserve and enhance established neighborhoods where consistent with the overall City land use plan.**

Policies:

1. Identify, reinforce, and protect the character of established residential neighborhoods.
2. Encourage new single-family developments to be compatible with the scale and character of adjacent single-family areas.
3. Maintain the single-family character of the greater West Richland area while acknowledging the necessity of providing affordable housing.

Goal:

- b. Ensure compatibility of residential development with established and projected land use patterns.**

Policies:

1. Locate multi-family residential housing so it does not disrupt single-family neighborhoods.

Strategy:

- (1) Limit multi-family residential housing and mobile home parks to areas where access can be provided to public streets without creating congestion or disruption to single-family residential neighborhoods.
2. Multi-family development should have direct access to an arterial roadway. Traffic generated from multiple family development will be directed away from single-family neighborhoods.
3. Use flexible design standards in multi-family residential development to mitigate impacts on less intense adjoining land uses.

Strategy:

- (1) 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.
- (2) Consider requiring a minimum lot size for multi-family residential housing, except duplexes and triplexes that is, three times the prevailing lot size in any adjacent single-family zoned areas.
- (3) 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.
4. Require that multi-family residential development bear

the burden of transition and mitigation when the development is near single-family residential neighborhoods.

5. Allow high density residences to locate in established residential areas only when they will not detract from the existing character of the neighborhood.

Strategy:

(1) Consider limiting multiple family housing to a scale compatible with the surrounding structures, in established neighborhoods.

6. Use natural and topographic changes, when possible, to buffer and separate multi-family residential developments from single-family neighborhoods.

7. Require residential developers to provide adequate buffering from adjoining agricultural uses. They will also be responsible for reducing the conflict between the dissimilar uses.

Goal:

c. Encourage the development of affordable housing for all segments of the population.

Policies:

1. Evaluate the effect of impact fees on the affordability of housing before establishing such impact fees.

2. Accommodate the potential need for housing while avoiding a market perception of a shortage of land available for residential development.

Strategy:

(1) Make provisions to house the forecasted increase in population during the planning period.

(2) Consider encouraging the development of

residences above businesses in commercial districts, either as a permitted use or by conditional use permit.

3. Encourage the provision for a variety of single-family housing types to facilitate home ownership.
4. Encourage residential uses that support increased densities, while maintaining the single-family character of existing neighborhoods, such as duplexes and accessory units.
5. Encourage higher density single-family neighborhoods near commercial centers and other facilities/services to encourage pedestrian rather than vehicular circulation.
6. Allow accessory residential units and duplexes in certain residential zones, upon approval of a conditional use permit.

Strategy:

- (1) Consider requiring that the design or alteration of a duplex or accessory unit must be compatible with the scale and character of adjacent single-family homes, including parking areas and driveways.
- (2) Allow property owners to integrate an accessory dwelling unit into a single-family home or garage.

Goal:

- d. Promote a variety of residential densities, and housing types.**

Policies:

1. Encourage opportunities for home ownership through the availability of a variety of housing types.

Strategy:

- (1) Encourage a range of housing types and densities

including but not limited to: small lot single-family, zero lot line developments, cluster housing, town houses, duplexes, triplexes, apartment, condominium, accessory apartments, and mobile homes, both in parks and on subdivided lots.

2. Encourage different residential types within each existing zone.

Strategy:

(1) Allow a variety of multi-family residential housing types, such as townhouses, courtyard buildings, small cottages, duplexes, triplexes, and four, six, and eight-plexes in the higher density residential districts.

(2) Permit retirement homes as a conditional use in multi-family residential zones.

D. Transportation and Circulation

1. Introduction

This element establishes West Richland's transportation goals and policies for the 20-year planning period. It will direct transportation decisions regarding annual plan updates (including the six-year Transportation Improvement Plan, the six-year Capital Improvement Plan, and the annual budget). It will also affect development review and approval, land use and zoning decisions, and continuing transportation programs.

Roads and road segments are generally classified into four categories of condition, depending upon the quality of the surface and other attributes concerning their efficient use. These categories are excellent, good, fair, and poor. The City contains roads in all these classifications. Roadway segments were evaluated for level of service in this study. These roads, their classifications, and the number of lanes are shown in the Environmental Impact Statement.

Growth scenarios are modeled in the transportation section of the Environmental Impact Statement. These models project

traffic volumes and levels of service to develop the proposed Level of Service (LOS) standards and determine the improvements needed to maintain capacity. LOS defines an established minimum capacity of public facilities or services; in transportation a grading system from A (best) to F (worst) has typically been used. Current City streets and arterials proposed for improvement over the planning period are identified on Map 4, Current and Proposed Arterials.

Long Range Arterials can be seen on Map 5. This map shows the major arterials anticipated for the City at full development.

West Richland's circulation system is a network, moving people and goods by vehicle, bicycle, equestrian, and pedestrian modes. Maintaining adequate service levels for efficient circulation requires concurrency. Transportation requirements must respond to population growth, land use, and the ability of governmental revenues to fund public improvements.

Planning for long-term transportation improvements and expansions will ensure the adequacy of the transportation network to satisfy forecasted traffic. Long-term planning of transportation will also ensure the enhancement of alternative modes of transportation.

Streets and Highways

City roadways were identified using the Washington State Department of Transportation (WSDOT) Roadway Functional Classification System. The WSDOT and the Federal Highway Administration define four functional street classification categories that are applicable to urbanized areas. The four classes of streets are principal arterials, minor arterial, collector arterials, and access streets. These classes recognize a transition in street use from strictly access to property to regional mobility. They are grouped according to their traffic volume levels, geometric characteristics, and the type of land use they serve. Traffic volume may be measured by Average Daily Traffic (ADT).

Access streets in residential areas and collector arterials are not projected to experience LOS problems to the year 2015. Never the less, the occasional problem of "too much traffic too

fast" can occur and must be measured to address safety and access issues. Action would need to be taken to reduce traffic volume and speed.

Modeling the forecasted vehicle trips generated by the land use have identified the street improvements that would maintain an average LOS C for West Richland's arterial system.

The Act requires that LOS standards be regionally coordinated. This coordination will occur throughout the Benton Franklin Regional Council (BFRC) which is the Regional Transportation Planning Organization (RTPO) for the bi-county area.

Transit

The Ben Franklin Transit Authority provides local bus service for the West Richland area. A park-and-ride lot is located in West Richland at Flat Top Park at the intersection of Bombing Range Road and West Van Giesen Street (SR 224). Greyhound Bus Lines and Amtrak stations are located in Pasco and provide regional transportation connections for the area. Most of the passenger air travel for the area also originates in Pasco at the Tri-Cities Airport. Air freight services are provided at the Tri-Cities Airport and at airports in Richland and Kennewick.

Non-motorized transportation

The City is creating an integrated system that will provide pedestrian, equestrian, and bike paths. These paths would exist within the community, but would also connect West Richland to surrounding communities.

2. Transportation Goals and Policies

Goal:

- a. Provide a local transportation system that is coordinated and consistent with the regional transportation network.**

Policies:

1. Participate with the county, other jurisdictions, and other affected groups and agencies to establish an integrated planning effort for the area that strives for consistent objectives.
2. Work with the Ben Franklin transit system, and WSDOT to develop a system of secure, conveniently located park-and-ride lots.
3. Plan, develop, and maintain an integrated transportation system that moves people efficiently and safely in the community and in the region.
4. Maintain concurrency between transportation and development by requiring binding site plans for all multi-family, commercial, and industrial development.

Goal:

- b. Develop a coordinated, multi-modal transportation system.**

Policies:

1. Develop a transportation system that facilitates mass transit, equestrian use, cycling, and walking, as well as driving.

Strategy:

- (1) Design and develop bicycle paths to encourage increased use of bicycles within the Urban Growth Area. This increased usage can be accomplished by providing wide paved shoulders, wide parking lanes, and other roadway improvements.
- (2) Incorporate and give priority to public transportation in the design of all major public and private projects.

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

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

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

3. Connect all transportation modes by coordinating planning of transportation programs, operation of transportation facilities, and project site design.

Strategy:

(1) Encourage developments designed to accommodate complementary mixed uses to promote the reduction of vehicular trips, and support public transportation.

(2) Link public and semi-public facilities, commercial areas with pedestrian and bicycle paths, and equestrian trails.

(3) Support present and future transit plans by encouraging and facilitating high-density residential development within walking distance (1/4 to 1/2 mile radius) of commercial areas.

4. Facilitate access and circulation by pedestrians, bicyclists, transit, car/van pools, and other alternative transportation modes.

5. Promote public transportation service accessibility for elderly, disabled, low and moderate income, youth, and other mobility disadvantaged people.

Strategy:

(1) Facilitate the location of day care facilities

adjacent to bus stops, transit transfer centers, park-and-ride lots, as appropriate.

(2) Provide park-and-ride lots at suitable locations.

(3) Provide for convenience/commercial services at park-and-ride lots, and transit transfer centers.

6. Base the capacity and design of the transportation system upon land use patterns and maintaining concurrency.

Strategy:

(1) Provide transportation facilities and improvements related to the needs and functions they will ultimately serve.

(2) Maintain needed traffic data, such as traffic counts, to support planning and operational activities for the Department of Public Works.

(3) Maintain an annually updated listing of analyzed and prioritized road improvement needs based on the Transportation Element.

(4) Review development proposals, rezoning and vacating petitions, variance requests, subdivision plats and commercial and industrial construction site plans to ensure coordination with the transportation element.

(5) Establish procedures to ensure that development does not encroach upon future right-of-way needs.

(6) Maintain and enhance the existing transportation system where possible.

Goal:

c. Provide a transportation system that minimizes adverse environmental impacts.

Policies:

1. Minimize adverse effects on sensitive natural features by using natural contours in designing and locating streets and highways.
2. Route new roads to avoid encroaching on natural preserves, publicly owned parks and recreation areas, and areas identified as critical areas.
3. Encourage public transportation to contribute to improved air and water quality.
4. Avoid unnecessary duplication of roads to save costs, reduce impervious cover, and preserve scenic atmosphere and open space.

Goal:

- d. Promote and maintain a safe and efficient transportation system for people and goods.**

Policies:

1. Provide appropriate traffic control measures.

Strategy:

- (1) Provide safe crossings at potentially hazardous locations for pedestrians and bicyclists.
- (2) Minimize access points onto arterial streets.
- (3) Encourage shared access easements in high-density residential, commercial, and industrial areas to lower the number of points of ingress and egress from the road to reduce associated traffic hazards.
- (4) Consider prioritizing pedestrian-friendly streets in downtown and along high-density corridors.
- (5) Ensure that vertical and horizontal sight distance is adequate for vehicles entering or leaving

arterials.

(6) Measure established level of service standards to support the goals established for the City and the region, and to meet concurrency requirements.

(7) Design and develop safe pedestrian paths for roadways, residential and commercial developments, and open spaces within the Urban Growth Area.

(8) Require primary arterial streets have an 80-foot minimum right-of-way, and that secondary arterial streets have a 60-foot minimum right-of-way.

2. Promote adequate parking for high-density residential, commercial, and industrial areas.

Strategy:

(1) Ensure that sufficient off-street parking is available within business areas to allow an unimpaired traffic flow on the street.

(2) Allow for shared parking facilities for industrial and commercial developments within City parking regulations.

3. Require adequate street lighting for high-intensity use areas.

4. Maintain roads in a safe condition and require well-maintained walkways.

Strategy:

(1) Require sidewalks on both sides of roads in public and private development projects, except on freeways, within the urban growth area.

(2) Require single and multi-family residential development to provide improved streets and sidewalks within the development and to the nearest improved street. Existing residential areas should, as

possible, be provided with improved streets and sidewalks to the nearest improved arterial street.

(3) Establish street standards based upon street type, the potential for extension or expansion, and the type and volume it is expected to carry.

(4) Adopt and enforce ordinances that prohibit development approval if the development causes the level of service on transportation facility to decline below the standards adopted in this element.

(5) Accommodate development only when the required arterial street and road improvements have been made prior to or concurrent with actual development. Concurrency indicates that facilities are available within six years of the development. Payment of mitigation fees is considered concurrency.

5. Require an appropriate separation between incompatible modes of transportation.

6. Develop a transportation system that meets the circulation needs of commercial and industrial development.

7. Encourage commercial developments to use joint access points to aid in traffic control and to protect and enhance the carrying capacity of the transportation system.

8. Identify and enforce truck routes to allow truck movement through the City without impeding other traffic.

Goal:

e. Secure funding through grants, mitigations, and general funds for safety and capacity measures to maintain adopted LOS standards.

Policies:

1. Continue to pursue grants.

2. Use an environmental mitigation system that identifies:

- X Safety and capacity improvements based on 2015 LOS deficiencies.
 - X Costs of improvements needed to mitigate increased traffic reflected in the annual capital improvement plan update.
 - X Fair share costs determined from the capacity improvement cost and the 20-year increase in traffic.
 - X Fair share costs with the 20-year projection being updated annually for newly added projects and mitigation of fair share costs.
 - X Mitigation assessments, determined by the number of development trips and the capacity or safety improvement fair share costs.
 - X Mitigation assessments that may be used for identified capacity or safety improvements.
3. Update the capital improvement plan annually, adding new projects and deleting completed projects.

MAP 4
CURRENT AND 20-YEAR PROPOSED ARTERIALS

MAP 5
LONG RANGE ARTERIALS

E. Utilities

1. Introduction

Utility planning is primarily the responsibility of the respective utility provider. The City is responsible for providing Comprehensive Water, Sewer, and Storm Drainage Plans. Comprehensive Electrical Plans will be the responsibility of the electrical, telecommunications, telephone, and cable service purveyors.

The West Richland Development Area includes sufficient developable land to accommodate the 20-year anticipated growth in population, business, and industry. The City forecasts the population of the West Richland Urban Area to nearly double by the year 2015.

2. Water

West Richland has eight wells that pump water into two pressure zones. The City provides chlorinated domestic water to its residential, commercial and industrial customers throughout the urban portions of the City. Refer to Map 6, The Potable Water Facilities Map.

Irrigation water is provided by the Columbia Irrigation District (CID), Kennewick Irrigation District (KID), the Alexander Ranch, and the Lewis & Clark Ranch. Refer to Map 7, the Irrigation Water Areas Map.

a. Water Goals and Policies

Goal:

- a. Provide an adequate supply of high quality potable water to residential, commercial, and industrial users.**

Policies:

1. Encourage water conservation through a variety of programs and incentives for residential and commercial users.

Strategies:

- (1) Govern the acceptable level of service for the domestic water system by the fire flow requirements established in the Comprehensive Water Plan.
2. Require that 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 fire standards.

Strategies:

- (1) Require that minimum fire flow standards be consistent with Washington State Standards for commercial, industrial, and residential areas.
- (2) Maintain full metering.
- (3) Allow parcels of land to divide only if the sum of the parcels use less than 1900 gallons per day of domestic water or the development provides its own source of irrigation water.
3. Require separate irrigation and potable water systems for new residential, commercial, and industrial development.

Strategies:

- (1) Use surface water for irrigation and well water for domestic uses, wherever possible.
- (2) Encourage new development to locate in areas with irrigation water is available.
4. Develop new water sources, transmission, and storage close to the areas of growth as the City expands.

Map 6
POTABLE WATER FACILITIES

Map 7
IRRIGATION WATER AREAS

3. Sewer

The sewer goals and policies in this plan are in accordance with the Comprehensive Sewer Plan. The City's waste water system utilizes two separate treatment sites serving the City. The North Treatment Site is immediately north of the municipal golf course in the flood plain in Section 32, Township 9N, Range 28 East W.M.. The South Lagoon is in the southeast quarter of Section 12, Township 9 North, Range 27 East W.M.. An additional future North West Treatment Site is located in the northeast portion of Section 26, Township 9 North, Range 27 East, W.M.. The locations of these sites are shown on Map 8, the Sanitary Sewer Facilities Map.

a. Sewer Goals and Policies

Goal:

- a. Operate and maintain an efficient waste water treatment facility.**

Policies:

1. Require that developers cover additional costs for the provision of sewer interceptors or increased treatment capacity.

Strategies:

- (1) Require developers to work in accordance with the comprehensive sewer plan.
2. Operate the sewer waste water system within state and federal guidelines.

MAP 8
SANITARY SEWER FACILITIES

4. Storm Drainage

The City of West Richland's storm drainage system is designed into the street and park system in only part of the City. These areas including Van Giesen Street (SR 224) west of Bombing Range Road, and subdivisions designed to urban standards in the highlands vicinity.

a. Storm Drainage Goals and Policies

Goal:

- a. Provide storm drainage facilities to manage and control runoff.**

Policies:

1. Develop and implement stormwater management design standards that ensure an adequate level of containment that is both economically reasonable and environmentally responsible.

Strategies:

- (1) Develop a stormwater management program that complies with National Pollution Discharge Elimination (NPDES) standards.
- (2) Design the stormwater system to a 25-year, 24-hour storm episode.

5. Electrical

The Bonneville Power Administration serves transmission facilities in the greater West Richland area with Benton Rural Electric Association (BREA) and Benton County Public Utility District (BCPUD #1). The City is near the Horn Rapids Tap of the Grandview-Richland 115-KV line. This tap is the point of intersection of the White Bluffs, Richland, and Grandview substations creating a three terminal line. The transmission of power can easily be configured so these substations can function as multiple sources of power supply.

The BREA, a not-for-profit electric cooperative, serves electrical power in the City and surrounding area. The BREA currently serves electrical power to the City and vicinity via the Ledbeder and Horn Rapids Substations. A substation north of Ruppert Road and west of the Horn Rapids Bypass alignment is proposed for construction in 1997.

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.

a. Electrical Goals and Policies

Goal:

- a. Coordinate development of electric services within the Urban Growth Area.**

Policies:

1. 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.
2. Provide for the location of electrical substations to provide sufficient setbacks from existing uses to reduce conflicts.

Strategies:

- (1) Maintain consistency of the electrical utility franchises with the Comprehensive Plan.
3. Ensure compatibility of local utility installations and development with adjacent land uses.

Strategies:

- (1) Encourage all new utility distribution and service lines serving new subdivisions and developments to be located underground.

(2) Require that utility providers operating within the City's urban growth area work with the City on major road realignment or construction projects for the installation of appropriate conduits or service lines for placing underground aerial feeder and service lines.

(3) Require shared trenches for new public and private utility lines.

(4) Ensure that substation sites are screened and landscaped to provide buffers between them and any adjoining dissimilar uses.

6. Natural Gas

The Cascade Natural Gas Corporation provides natural gas to the greater area but they do not serve West Richland currently. Cascade Natural Gas has proposed a future 4-inch high pressure steel line to serve industries and adjacent residential areas.

a. Natural Gas Goals and Policies

Goal:

a. Promote the extension of natural gas service to West Richland.

Policies:

1. Ensure the development of appropriate standards for natural gas construction in street right-of-ways through work and cooperation with the Cascade Natural Gas and Washington Utilities Commissions' staff.

7. Telecommunication

General Telephone and Electronics (GTE) provides the City's telephone service. West Richland, Richland, and Kennewick have a World Class GTE Network. This is an integrated system connecting all of a customer's computers, telephones, video,

faxes and data, instantaneously in real-time despite distance via fully digital fiber-optic rings.

a. Telecommunication Goals and Policies

Goal:

- a. Coordinate development of communication systems within the Urban Growth Area.**

Policies:

1. Encourage General Telephone Company, AT&T, Columbia Cable, the Washington State Utilities and Transportation Commission (WUTC), and other telecommunication companies to maintain and enhance the development and operation of a quality communications system.
2. Maintain consistency of the telecommunication franchises with the Comprehensive Plan.

F. Community Facilities

1. School

West Richland currently has two elementary schools. Tapteal Elementary is situated on 62nd Avenue and serves students grades K through 5. Wiley Elementary is situated on S. Highlands Blvd. and serves students grades K through 5. Both schools are part of the Richland School system.

The City of West Richland is geographically in two school districts, the Richland and Kiona-Benton School Districts. A total of three 40-acre parcels within the city limits are proposed for school use. Two of these are in the Richland School District and the other is in the Kiona-Benton School District.

a. School Goals and Policies:

Goal:

- a. Promote planned development of West Richland school sites.**

Policies:

1. Locate elementary schools, junior high, and high schools close to existing or proposed residential areas.
2. Require improved streets and sidewalks between new schools and the nearest arterial street.
3. Require that developments have a location for buses to stop and a turning radius on cul-de-sacs that can accommodate school buses.
4. Collect impact fees to purchase new school locations.
5. Require that location, design, and construction of school facilities be compatible with existing land use, drainage, and natural systems.

Goal:

- b. Promote cooperation between the City and the local school districts to provide adequate opportunities for community utilization of school facilities.**

Policies:

1. Maintain open communications between the City and School Districts.
2. Provide park and recreation facilities adjacent to, or in conjunction with, School District properties whenever possible.
3. Encourage future development of school grounds to complement park development.

2. Municipal Buildings

The City of West Richland and the Mid-Columbia Library District cooperated in the construction of a new library building which is a part of the new Municipal Complex and holds the new City Council Chambers.

The City, Benton County, Fire District #4, and Washington State are considering the construction of a public safety facility on Ruppert Road. Construction is proposed to occur between 2001 and 2006.

The City is annexed to Fire District #4. This Fire District provides fire protection for City residents. Fire stations are located on the corner of 62nd and Grosscup and on the corner of Bombing Range Road and Mount Adams View Road.

The City Senior Center is located next to Glen Memorial Park on 60th Avenue.

The public works shop building is located on West Van Giesen Street.

a. Municipal Buildings Goals and Policies:

Goal:

- a. Provide adequate public facilities for community services.**

Policies:

1. Provide adequate space for the provision of municipal services.
2. Provide adequate space for community interaction, fellowship, and recreation.

Strategy:

- (1) Consider the feasibility of providing a Community Center.
3. Cooperate with other public jurisdictions for the provision of space and services.

G. Parks and Open Space

1. Introduction

The Washington State Growth Management Act requires the Comprehensive Plan to encourage the retention of open space and the development of recreational opportunities.

Recreational land use objectives:

The long-range City policy is to provide a variety of local recreational facilities. Neighborhood parks featuring various sports and leisure time activities will be developed as funds become available. Inter-Agency Committee for Outdoor Recreation funds will be actively pursued.

The City of West Richland requires that new development comply with the West Richland Park Plan for recreational space or mitigation.

2. Parks and Open Space Goals and Policies:

Goal:

- a. Provide a variety of well-distributed, accessible parks and recreational facilities.**

Policies:

1. Plan new parks, and develop parks and recreation programs based on current and anticipated community needs.
2. Provide a range of programs and facilities for year-round recreational choices.
3. Develop a system of trails and paths that interconnect local and regional destinations.

Strategies:

- (1) Provide trails for walking, bicycling, hiking,

jogging, and horseback riding.

(2) Maintain trails to provide a safe and aesthetically pleasing activity and to provide those facilities necessary for the comfort of the public. Design such facilities to be compatible with adjacent land uses.

(3) Create trails that are harmonious and compatible with existing resources and park and recreational facilities.

4. Support the Tapteal Greenway Plan to provide recreational opportunities adjacent to the lower Yakima River Greenway.

5. Promote citizen involvement in parks and open space decisions.

6. Retain proceeds from the sale of City parks and open space for park or open space acquisition.

Goal:

b. Preservation of open spaces.

Policies:

1. Enhance the environmental and aesthetic qualities of the City.

2. Protect views and features that are unique to the West Richland area.

Strategies:

(1) Protect Flat Top from development as the area is a land mark and an important visual attribute of the community.

3. Provide buffers for sensitive areas.

Goal:

- c. Promote efficient use of park, recreation, and open space resources.**

Policies:

1. Consider private recreational facilities and programs when planning, designing, and locating City facilities.
2. Coordinate and participate in regional efforts for the promotion of parks, recreation, and open space with other agencies.
3. Pursue private dedication of land to facilitate access to, or continuity of, the park system.
4. Design parks, recreational facilities, and programs that meet changing community recreational values and needs.

MAP 9
PARKS AND TRAILS

H. Environmental Element

1. Introduction

The Washington State Growth Management Act requires municipalities protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water. Municipalities are required to regulate and protect fish and wildlife habitats, wetlands, steep slopes, and provide opportunities for access to natural resource lands and water.

2. Environmental Goals and Policies

Goal:

- a. Preserve the environment when possible.**

Policies:

1. Protect fish and wildlife habitats in open space and wetlands.

Strategies:

- (1) Base protection methodology on the size, location, and vulnerability of the wildlife.
- (2) Acquire and protect key significant wildlife habitat areas.
- (3) Ensure a variety of habitat types, sizes, and locations.
- (4) Regulate any filling of, or disturbance of wetlands and vegetation and a surrounding buffer area.
- (5) Inventory, classify, designate, and adopt regulations that will reserve and protect wetlands with no net loss of this resource.

2. Preserve natural drainage ways.

Strategies:

(1) Promote public awareness of natural drainage ways, their role in the area, and the importance of maintaining natural drainage systems.

(2) Establish standards for the retention, recharge, and treatment of stormwater run off channeled from impervious surfaces.

3. Regulate development in geologically hazardous areas.

Strategy:

(1) Require engineering, architectural, or geotechnical investigations and certifications for approval of development permits or authorizations to proceed in hazardous areas.

4. Prevent isolation of communities of endangered, threatened or sensitive species.

5. Protect surface water and ground water supplies.

Strategies:

(1) Restrict development that significantly degrades or depletes surface waters or groundwater.

6. Use a critical areas ordinance, a shoreline management ordinance, and other ordinances as needed to protect the environment.

Goal:

- b. Enhance the natural environment where possible.**

Policies:

1. Provide incentives for restoring degraded wetlands, stream corridors, and other important natural systems.

2. Encourage the development and maintenance of non-regulated wetland areas.

Goal:

- c. Mitigate adverse environmental impacts.**

Policies:

1. Mitigate all adverse impacts to wetlands.
2. Require mitigation of impacts of development on adjacent sensitive areas.
3. Require a dust control plan be submitted to the City whenever ground cover is disturbed in a development.

Goal:

- d. Minimize impacts on property owners, while not adversely impacting critical areas.**

Policies:

1. Use density bonuses, and other means of compensation as appropriate in the protection of critical areas.
2. Encourage the use of clustered development and other design alternatives that could protect critical areas.
3. Include the area of sensitive lands in the formula for calculating density yield.
4. Required buffers shall not deny all reasonable use of property where it will not be materially detrimental to the public welfare or harmful to the property or improvement.
5. Permit accustomed agricultural practices in the farm overlay zone areas.

Strategies:

(1) Practices that result in the pollution of the river or groundwater by manure, fertilizer, pesticides, or other contaminate, notwithstanding any other section of the code, are not permitted.

I. Economic Development

1. Introduction

The GMA requires jurisdictions to encourage economic development consistent with their Comprehensive Plan and to promote economic opportunity for all. This element directs development into the commercial and industrial lands within the 20-year development area.

2. Economic Development Goals and Policies

Goal:

- a. Promote commercial and industrial development that creates economic diversification.**

Policies:

1. Support the efforts of local economic development organizations in their promotional activities to attract new industries to the area.
2. Encourage industrial development that diversifies and strengthens the local economy, and is compatible with surrounding land uses.
3. Limit non-industrial uses in industrial districts to those uses that complement or support industrial development.
4. Foster the retention and development of long-term working or trading activities that create or add value to the community.
5. Provide adequate appropriately zoned land to accommodate the City's projected commercial and industrial needs.
6. Permit residential uses in commercial areas only if they are accessory to the commercial uses.

Goal:

- b. Ensure infrastructure support for the orderly and cost effective development of commercially and industrially zoned land.**

Policies:

1. Establish development standards adequate to safeguard the environment and ensure compatibility with surrounding land uses.
2. Group industrial uses to maximize infrastructure efficiency and minimize service provision.
3. Prepare a replacement schedule for all utilities that recognizes each system's design life and provides a financing plan for replacement and upgrades.
4. Combine access points to arterials to the greatest extent practical.
 - (1) Create and adopt development commercial and industrial standards that will include requirements for building bulk, heights, setbacks, landscaping, floor area ratios, open spaces, and development incentives.
5. Require that commercial and industrial development provide adequate services and public amenities.
6. Limit commercial development to areas where adequate facilities and services exist, or can be provided at the time of development.
7. Encourage the infill of existing commercial centers and strips before creating new neighborhood and community commercial centers.

Goal:

- c. Promote renovation of existing commercial and**

industrial areas to enhance their appearance and function.

Policies:

1. Establish design and performance standards for redevelopment.

Goal:

d. Control development of commercial and industrial areas.

Policies:

1. Limit commercial and industrial area to those large enough to be economically viable.
2. 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.
3. Develop and establish design and performance standards for new commercial and industrial districts.
4. Improve the appearance of existing commercial areas and create performance standards for all new developments, including, but not limited to, signage, landscaping, setbacks, and buffer areas.
5. Separate commercial and industrial activities based upon land use characteristics, type of transportation corridors, amount of traffic generation, and geographic location.

J. Capital Facilities Element

1. Introduction

The Capital Facilities Element is used to coordinate physical and fiscal planning. This element allows projects to be scheduled to occur in a logical order that respects community priorities. This element is reviewed and updated periodically to address changing needs and the long-term goals of the Comprehensive Plan. The City of West Richland reviews, updates, and adopts the Six-Year Capital Improvement Plan yearly during the budget process. The facilities planned for the next 20-year period are reviewed in the EIS.

Planning under the Growth Management Act (GMA) differs from traditional capital improvement plans. Under 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.

This element divides the funds required for capital facilities expenditures into two categories:

- X General Funds** are the capital funds for all general needs such as residential streets, arterials, buildings, parks and trails, and other improvements. These funds come from property taxes, utility taxes, per capita taxes (state taxes returned to the City based on population), and raised by City council bonds or a vote of the people.

- X Enterprise Funds** are funds whose source and use are restricted to a respective enterprise that cannot be used for another purpose such as water, and sewer. These funds come from fees charged for these utilities and services.

General funds are used for general facilities. Enterprise funds are used to fund enterprise facilities.

General Facilities

Needed general facilities have been reviewed. Specific needs have been identified. The City has looked at how these projects are expected to be funded. Projected revenues, combined with developer participation, grants, local improvement districts, and other miscellaneous sources should be sufficient to enable the City to meet its capital goals.

- X **Streets** - Bombing Range Road, Grosscup Blvd., and a portion of 62nd Place have structural deficiencies, but are currently operating within Level of Service (LOS) standards. However, based upon modeling of trips generated from the forecasted land use development during this 20-year planning period, the existing arterial system will not continue to operate within the LOS standards.

During 1996, the City appropriated \$130,000 from state awards for the design of Bombing Range Road, a minor arterial. Construction was completed in 2000.

The design of Keene Road was completed in 2000 and the development of construction plans moved forward in 2001. State and federal funding for Phase 1 (from the City limits to Bombing Range Road) are available.

The design and reconstruction of Grosscup Boulevard are scheduled for completion in 2001.

- X **Parks, Recreation and Trails** - During 1996, the City budgeted \$50,000 for the improvement and upgrade of Ledbeder and Flattop parks and the Bombing Range Sports Complex.

Park, recreation, and trail improvements will continue to be implemented between 2001 and 2006 in accordance with available local funding and grant awards.

- X **Building Projects** - Building projects under consideration for 2001 through 2006 include the remodeling of two City buildings and the construction of a Police Station and Community Development/Public

Works (One -Stop-Shop) Building, at the City Hall Campus.

Enterprise Capital Improvements

Enterprise Funds are revenues generated by fees and charges. Grants and developer contributions supplement the water and sewer funds; the Municipal Golf Course is self-supporting. Current revenues and fund balances should meet the short-term operating and capital needs of the water and sewer utilities.

- X **Water Fund** - The City recently completed major renovations and upgrades to the City water system in accordance with the State approved water comprehensive plan. Further, the City adopted a rate schedule to repay the capital loan and establish a water capital improvement fund for future improvements. Between 2001 and 2006 the City will finance growth related improvements to the water system from the Water Fund, local improvement districts, grants, Trust Fund loans, rate increases, and customer contributions.

- X **Sewer Fund** - The City recently completed major renovations and upgrades to the City sewer system. The City additionally adopted a rate schedule to repay the capital loan and establish a sewer capital improvement fund for future improvements. Between 2001 and 2006 the City will finance growth related improvements to the system from the sewer fund, local improvement districts, grants, trust fund loans, rate increases, and customer contributions.

- X **Municipal Golf Course** - The West Richland Municipal Golf Course is located in the Tapteal Community Park. The golf course is a publicly owned facility, leased and operated by a private operator, and funded through the City/operator lease.

2. Capital Facilities Goals and Policies

Goal:

- a. **Ensure that the elements of the Comprehensive Plan are**

fiscally achievable.

Policies:

1. Provide capital improvement funds to correct existing deficiencies, to replace worn out or obsolete facilities, and to accommodate desired growth.

Strategies:

(1) Proposed capital improvement projects shall be evaluated and priorities set, considering:

- a. financial feasibility;
- b. the purpose of the project (elimination of capacity deficits, elimination of public hazards, or City needs based on projected growth patterns);
- c. the type of project (new development or redevelopment; and
- d. plans of other state and local agencies.

2. Maintain an up-to-date six-year schedule of improvements for capital improvement projects of a relatively large scale and high cost (\$10,000). Capital improvements with costs of less than \$10,000 should be reviewed for inclusion in the Six-Year Capital Improvement Program and the annual capital budget.

3. Require that developers bear a fair share of facility improvement costs required by their developments.

Strategies:

(1) Establish impact fees that are sufficient to address the fair share of improvement costs required by new development.

4. Manage fiscal resources to support the provision of needed capital improvements.

Strategies:

- (1) Adopt an annual capital budget and a six-year capital improvement program.
 - (2) Manage debt within the City Charter limits on general obligation debt (15% of assessed value).
 - (3) Work to secure grants or private funds when available to finance capital improvements.
5. Coordinate land use decisions and a schedule of capital improvements with financial resources.

Strategies:

- (1) Require that the City and/or developers provide public facilities and services concurrent with the impact of the development.
- (2) Support and encourage the joint development and use of cultural and community facilities.
- (3) Emphasize capital improvement projects that promote the conservation, preservation or revitalization of local commercial, industrial, and residential areas.

Goal:

- b. Establish and maintain the following LOS standards.**

LOS Standards:

1. Potable Water: 400 gallons of potable water per household per day for summer time domestic use, irrigation water of 2000 gallons of water per household per day during the dry season.
2. Sanitary Sewer: 200 gallons per dwelling unit per day. The acceptable level of service for the sanitary sewer collection system should be the daily load demand times 2.5.

3. Parks and Open Space

1.25 acres of playground per 1,000 people;
1.25 acres of playfield per 1,000 people;
2.5 acres of neighborhood park per 1,000 people;
5.0 acres of community park per 1,000 people.

4. Traffic Circulation

Major Arterial: LOS C during peak hour traffic.
State Highway: LOS C
Collectors and Local Roads: City accepted design standards

5. Drainage

Drainage Swales: 25-year, 24-hour storm event

Stormwater management systems: retain on-site the runoff from 25-year, 24-hour storm at peak discharge rates. Development will be regulated to ensure that its post-development run off to City systems does not exceed the pre-developed discharge volume or rate. This limitation will ensure the LOS of the existing stormwater system is not compromised.

6. Solid Waste: Consistent with the Solid Waste Plan.

7. Schools: Ensure that adequate space is available for future school sites in the City.

V. DEFINITIONS:

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

Agricultural Land: Land that is primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, 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 plus some through trips. A minor arterial provides more access to abutting land uses than does 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 around 84 feet, and most 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 most the total travel in the area. Principal arterials carry traffic movements into, out of, and through West Richland. The traffic movement function is emphasized at the expense of convenient access to adjacent land uses. ADT is usually greater than 10,000 vehicles per day. The roadway typically has 4 or more travel lanes with pavement widths ranging from 44 to 84 feet. Right-of-way widths are typically around 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.

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 that reflects 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 Improvement: These are physical assets constructed or purchased to provide, improve, or replace public facilities that are large-scale and high in cost. The cost of a capital improvement is generally non-recurring and may require multi-year financing.

Collector: Collector arterials provide local circulation to residential areas and access to adjacent commercial and industrial businesses. These streets provide for movement within neighborhoods and funnel neighborhood trips 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 pavements ranging from 24 to 36 feet. 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 that are predominately connected with the sale, rental, and distribution of products, or performance of services.

Comprehensive Plan: The Comprehensive Plan is a generalized coordinated land use policy statement of the governing body of a County or City.

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.

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.

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

Essential Public Facilities: These are public facilities and privately owned or operated facilities serving a public purpose that are 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.

Financial Commitment: The 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 assurance that the funds will be to that end in a timely manor.

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.

Geologically Hazardous Areas: Geologically hazardous areas are 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%.

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

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.

Household: A household includes all the persons who occupy a group of rooms or a single room that forms a housing unit.

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.

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, stormwater systems, utilities, bridges, and roadways.

Intensity: Intensity is a measure of land uses 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.

Level of Service A: Low traffic volumes, high speeds, and no delays. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Nearly all drivers find freedom of operation and more than one vehicle is seldom in the queue.

Level of Service B: A stable flow of traffic. Drivers still have reasonable freedom to select their speed. However, some drivers begin to consider delay and inconvenience and occasionally more than one vehicle is in the queue.

Level of Service C: A stable traffic flow, but the higher volumes more closely control speeds and maneuverability. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires vigilance by the driver. Often more than one vehicle is in the queue and most drivers feel restricted, but not objectionably so.

Level of Service D: Traffic flow approaches unstable. Speed and freedom to maneuver are severely restricted. Small increases in traffic flow will generally cause operational problems at this level. Often more than one vehicle is in the queue and drivers feel quite restricted.

Level of Service E: Operating conditions are at or near the capacity of the highway. The road has low speeds. Freedom to maneuver within the traffic stream is extremely difficult. Any incident can be expected to produce a serious breakdown with extensive queuing. Usually more than one vehicle is in the queue.

Level of Service F: Forced flow operation at very low speeds, where volumes are above theoretical capacity. Stop-and-go traffic characterizes operations. Vehicles may progress at reasonable speeds for several hundred feet or more, then have to stop in a cyclic fashion. The area has long delays. Forced flow represents an intersection failure condition caused by geometric or operational constraints external to the intersection.

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: This kind of housing is a manufactured building or major portion of a building designed for long-term residential use. It is designed and constructed for transportation to a site for installation and occupancy when connected to required utilities.

May: May implies an expectation.

Minerals: Minerals include gravel, sand, and valuable metallic substances.

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: All housing which is designed for two or more households. The multi-family residential designation includes apartments (high rise, low rise, and garden),

condominiums, duplexes, triplexes, quad-plexes, and town houses.

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.

Overriding Public Interest: When this term is used, such as, public interest, concern, or objective, it shall be determined by a majority vote of the City Council.

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.

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: Include 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: Include 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.

Resident Population: Means inhabitants are counted in the same manner utilized by the US Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

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.

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 or requirement.

Should: A directive or requirement.

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.

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: Those areas designated by a county pursuant to RCW 36.70A.110.

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.

Urban Reserve: The Urban Reserve designation is assigned to lands that are to be held in reserve during the 20-year planning period of the comprehensive plan.

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 demarcation of any area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential) and the location, bulk, height, shape, and coverage of structures within each zone.