



REQUEST FOR PROPOSAL (RFP)
DEVELOPMENT OF CITY-OWNED PROPERTY
 City of Richland, Washington

RFP NUMBER	24-0109	
RFP TITLE	Purchase or Lease and Development of 5.85 Acres of Property Located at 24 Lawless Drive, Richland, Washington	
DATE ISSUED	October 1, 2024	
PURPOSE	The City of Richland is seeking qualified proposals from firms interested in the opportunity to purchase or lease and develop 5.85 acres of City-owned property (located south of the intersection of Thayer Drive and Lawless Drive, Richland, Washington). Developer must acquire or lease the entire property.	
DEADLINE FOR PROPOSAL SUBMISSIONS	3:00 P.M. Pacific Local Time November 4, 2024 Late submittals will not be accepted.	
LAST DATE TO SUBMIT QUESTIONS	The last date to submit questions regarding this RFP is October 28, 2024, at 3:00 p.m. Pacific Local Time.	
DIRECT ALL INQUIRIES TO	PURCHASING DIVISION	
	EMAIL	purchasing@ci.richland.wa.us
	PHONE NO.	(509) 942-7710
REQUIRED NO. OF COPIES	Submit (1) one original electronic submission	
ELECTRONIC SUBMITTAL	All required submittal documentation shall be submitted via email to: purchasing@ci.richland.wa.us .	

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**CITY OF RICHLAND
REQUEST FOR PROPOSALS
RFP No. 24-0109, Purchase or Lease and Development of 24 Lawless Drive
SUBMITTALS DUE: November 4, 2024, 3:00 p.m., EXACTLY, Pacific Local Time**

Public notice is hereby given that the City of Richland, Washington has issued the above solicitation for a buyer or lessee to provide proposals for the purchase or lease of 5.85 acres located at 24 Lawless Drive, Richland, Washington. Detailed information and the submittal documents are available at www.publicpurchase.com, under City of Richland, Washington designated webpage.

Contact Public Purchase directly if unable to access documents online at support@publicpurchase.com. Online Chat is available from 7:00 a.m. to 4:00 p.m. MT at www.publicpurchase.com top left corner. If unable to reach Public Purchase, contact the City Purchasing Division at 509-942-7710.

The City of Richland in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 USC 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises as defined at 49 CFR Part 26 will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color national origin, or sex in consideration for an award.

Published:

Sunday, October 6, 2024, Tri-City Herald
Sunday, October 13, 2024, Tri-City Herald

Purchasing Division

SECTION 1 PROJECT OVERVIEW

1.1 Intent

The purpose of this Request for Proposals (RFP) is to seek interested parties to purchase or lease and develop 5.85 acres of City-owned property. Interested buyers/lessees should submit their qualified proposals for the purchase or lease and development of 24 Lawless Drive, Richland, Washington.

All proposals received will be evaluated based on the evaluation criteria listed in 2.1. The selected firm(s) will be brought before the review committee for final evaluation and scoring. The finalist will be contacted by staff to negotiate the sale or lease of the property. At that time, a formal Letter of Intent with project description will be requested. This Letter of Intent will go before the Richland Economic Development Committee for evaluation and recommendation to the Richland City Council. A presentation may be required by the finalist. The Richland City Council will make a final decision.

1.2 Background

- A. The City of Richland (City) is a rapidly growing City located in Benton County at the confluence of the Columbia and Yakima rivers in southeastern Washington. Richland, and its neighboring cities of Kennewick, Pasco and West Richland, make up the Tri-Cities Metropolitan Statistical Area (MSA) (population 311,469). Richland is the third largest City with 63,320 residents. The City, incorporated in 1958, has a City Manager-Council form of government, and operates as a first-class City under the Revised Code of Washington Title 35 (RCW 35).
- B. Richland is a full-service city composed of ten departments, with a budget of \$316 million, of which roughly, \$78.4 million is General Fund. The City provides citizens with general government, public safety, public works, planning and community development, housing programs, as well as parks and recreational programs. The City operates an electric distribution utility, water and wastewater utilities, solid waste landfill-collection system, public library, and administers the consolidated regional emergency management (911) dispatch center.
- C. As the major regional employment center, Richland's largest employers include Pacific Northwest National Laboratory, Kadlec Regional Medical Center, Lamb Weston, Inc., Department of Energy, Richland School District, Bechtel National, Hanford Contractors, Energy Northwest, plus many more employers that drive our highly skilled labor force. Washington State University-Tri-Cities is also located in Richland.
- D. The City has a staff of approximately 584 full/part-time employees with an additional seasonal flux of up to 50. More than 80% of the employees report to Public Works, Electrical Utility (Energy Services), Public Safety (Fire and Police) as well as Parks & Public Facilities.
- E. The Economic Development Division is responsible for managing city-owned properties for development.
- F. The City of Richland owns the property located at 24 Lawless Drive and desires to sell or lease the property for a mixed-use development project.
- G. The property is a 5.85-acre site zoned C-2 Retail Business, which permits multi-family uses as well as a wide range of retail business and service uses compatible to the core of the city and providing a focal point for the commerce of the city. This includes opportunities for mixed-use development.
- H. The property is located adjacent to an off-ramp for State Route 240. Nearby uses include the Beverly Heights residential neighborhood and BPA substation to the north, Fred Meyer shopping center and

McDonald's restaurant to the east, and Aaron Drive to the south (no access). An existing multi-purpose path currently traverses the site and is expected to be relocated as part of this project.

- I. The property is in proximity to the Wellsian Way and Aaron Drive commercial corridors that contain numerous commercial businesses and is within walking distance of several parks including James Lawless disc golf course, the Shelterbelt Bypass Pathway and Park, Frankfort Park, and Goethals Natural Park. Several public schools are also located in the area including Marcus Whitman Elementary School, Carmichael Middle School, and Richland High School.
- J. A boundary line adjustment involving 1,433 square feet with the McDonald's property is currently pending and will be finalized prior to the sale of the subject property.

1.3 What the City is Seeking

The City is seeking a highly qualified developer who has experience planning, negotiating, designing, financing, and building high-quality, mixed-use projects, and who desires to work with the City in developing this highly visible property. The City is seeking proposals to develop the property that features mixed-use developments containing retail business uses and services and multi-family uses.

Proposals shall include project description(s), site plan(s), construction schedule, developer's role in the project, financing sources, and role of members of the development team in the project.

1.4 Development Objectives

The City's objective for this property is a mixed-use development project that includes:

- 1. Retail business uses and services located on the main floor of buildings.
- 2. Residential uses located above retail business uses and services. (Additional points will be awarded for projects that utilize maximum density allowed within the C-2 zoning district).
- 3. The timely development of the property that stimulates the City's economic base, tax revenues, and provides employment opportunities for its residents.

1.5 Community Vision

Richland is a safe, vibrant, and family-friendly community and our economy is a strong community feature. Richland is a community known for its educated workforce, and for being a regional employment hub with a focus on economic vitality.

The City's vision for this property is to develop in a way that will complement and enhance the surrounding neighborhoods and land uses and will provide connectivity through pedestrian-oriented design by providing appropriate connections to the existing residential neighborhoods, parks, and commercial corridors. Providing high-density housing near the core of the city is essential.

1.6 Site Overview

Address:	24 Lawless Drive, Richland, WA 99352
Size:	5.85 acres
Property Identification:	Benton County Assessor's Tax Parcel No.: 1-1598-405-0000-000
Zoning:	C2 – Retail Business
Adjacent Improvements and Uses:	Commercial multi-tenant space, State Route 240, BPA substation, park and trail amenities, disc golf course, and single-family residential.
Utilities:	Utilities are available at the property. The property is encumbered by some utilities that may not specifically serve the property.
Environmental Conditions:	The project will be subject to SEPA review.
Covenants and Design Regulations:	None
Access:	Access to the property is limited to Lawless Drive from the north. Direct access to Aaron Drive along the south side of the property is restricted and will not be allowed.



1.7 Tentative Project Schedule

Tentative Project Schedule	
Task	Date
RFP Issued	October 1, 2024
Deadline for Questions by Interested Parties	October 28, 2024, 3:00 PM Pacific Local Time
RFP Due Date	November 4, 2024, 3:00 PM Pacific Local Time
*Evaluation Process and Selection	November/December 2024
*Interviews / Presentations, if required	End of November 2024 (if needed)
* Date of Intent to Proceed with Negotiations	January, 2025
* Date of Economic Development Committee	February, 2025
* Date of Council Review	March, 2025
* Authorization to negotiate	March, 2025
* Project Awarded and Contract Negotiated	May/June, 2025
* Contract Review with EDC and Council	June/July, 2025
* Contract Signed	August, 2025
* Require Permit Submission	8 months from closing

NOTE: Dates preceded by an asterisk (*) are estimated dates. Estimated dates are for information only.

END OF SECTION

SECTION 2 EVALUATION AND SELECTION PROCESS

2.1 Evaluation Criteria

Submittals will be evaluated using the following criteria:

Evaluation Criteria	
Category	Maximum Points
Financial Capability	30
Related Development Experience	45
Community Vision	30
Development Objectives	45
Maximum Written Points	150
Interview / Presentations, if needed	50
Total Maximum Points	200

2.2 Determining Selection

- A. The proposal evaluation will be the basis from which interested individuals or firms will be selected for interviews. The City will evaluate submittals using the criteria set forth in this RFP.
- B. The City reserves the right to request any additional information needed for clarification from any responder for evaluation purposes.
- C. Following the City staff or committee evaluation of the submittals received, selected individuals or firms may be invited to make oral presentations before the City's Evaluation Team. The City's Economic Development Team will provide additional details outlining the preferred content of the presentation to each individual, firm or team invited to participate.
- D. During the evaluation process, the City may send notification to the finalist(s) for submittal of the firm's financial statements, financial capabilities, and banking capacity information. The City will provide third-party contact information to the finalist(s) for the submission of this information. The firm's financial information shall **not** be sent directly to the City.
- E. The City reserves the right to make a contract award without written and/or oral presentations.
- F. After completion of the evaluations, the City's Evaluation Team will determine the most qualified individual or firm based on all materials and information presented. The City may enter into negotiations with the selected individual or firm. Negotiations of a contract shall be in conformance with applicable federal, state and local laws, regulations and procedures.
- G. The objective of the negotiations shall be to reach agreement on all provisions of the proposed contract. In the event negotiations are not successful, the City may reject all submittals.
- H. If the City is unable to reach an agreement with the most qualified individual or firm, the City may terminate negotiations and enter into negotiations with the next most qualified individual or firm, or the City may refrain from contracting with any respondent.
- I. Once the City reaches an agreement that the City finds acceptable, the City will issue an intent to award notification.
- J. The City shall have no obligation until a contract is executed between a Responder and the City. The City reserves the right to not award a contract if doing so is in the best interest of the City.
- K. No cost chargeable to the proposed contract may be incurred before a fully executed contract.

2.3 Responsible Consultant Criteria

The City shall consider only responsible Developers. Responsible Developers are those that have, in the sole judgment of the City, the financial ability, experience, resources, skills, capability, reliability and integrity necessary to perform the requirements of the contract. The City may also consider references, financial stability, and any other information available to the City. Firms with an owner convicted within the past ten years of a crime that impugns honesty or integrity, or with unsatisfied tax or judgment liens, are ineligible to participate and shall not submit.

2.4 Questions

All questions relating to this RFP document must be in writing. Any interpretations, clarifications, or changes will be made in the form of written addenda issued by the City of Richland. Any oral communications will not be authoritative and will not be binding on the City.

2.5 Proprietary Information and Public Disclosure of Submittal

- A. Submittals received by the City of Richland in response to this RFP become public records upon submission and are subject to the Washington State Public Records Act, Ch. 42.56 RCW. Any information in the submittal that the Proposer desires to claim as proprietary or confidential and exempt from disclosure under Ch. 42.56 RCW or other state or federal law must be clearly designated. The Proposer is required to clearly identify every page containing information claimed to be exempt and cite to a specific legal basis under state or federal law to support withholding the record from public disclosure. Each page containing information claimed to be exempt must be clearly marked with the words "Proprietary/Confidential Information." Marking the entire submittal as propriety or confidential will not be honored. The City is not bound by the Proposer's identification of confidential or proprietary information and will make disclosure decisions based on applicable law and without liability to the Proposer. If a public records request is made for a proposal and/or related materials before a decision to award a contract has been made, notice will be provided to the Proposer as detailed in subsection B. After a decision to award the contract has been made, third party notice will be given only as to the records that have been clearly marked as proprietary/confidential by the Proposer, if any.
- B. If the City receives a public records request as described in subsection A, the City's sole obligation is to: 1) notify the Proposer of the request; and 2) provide a date upon which the records will be released unless the Proposer serves the City of Richland with a court order to enjoin release of the records pursuant to RCW 42.56.540. If the Proposer fails to timely obtain a court order enjoining release, the City of Richland will release the requested records on the date specified.

2.6 Agreement/Contract

The City intends to use and issue an agreement for the services requested herein.

END OF SECTION

SECTION 3 PROPOSAL SUBMITTAL REQUIREMENTS

3.1 3.1 Organization of Submittal

The following list details the appropriate submittal format. Responders should organize their submittal into the following sections:

A. *Preface*

1. Attachment A – RFQ Signature Form and Addendum Acknowledgement

B. *A Statement of Financial Capability*

1. Proposer must provide a statement signed by the principal or officer of the firm acknowledging they have adequate financial capability to perform this proposed development and contract.
 - i. Proposer shall submit evidence that the purchaser or lessee has obtained sufficient capital and/or obtained firm and binding commitments for construction financing which together is sufficient to pay for the development of the property and improvements. This evidence can be satisfied by a letter from the proposer's financial institution or other like source.

C. *Related Development Experience*

1. Describe development experience. Include the following:
 - i. Description of projects that exemplify experience with mixed-use development containing retail business uses and services with multi-family uses as noted in Section 1.3.
 - ii. Names and locations of completed projects that represent the quality and type of development intended for this site that exemplifies experience with mixed-use development that includes pedestrian connections to neighboring amenities. Please provide at least two (2) examples. Provide sufficient detail and definition as to the proposed uses, tenants, and/or concept to give the City enough information to have an idea of what the development concept will contain and look like from an architectural standpoint. Supporting market data and collateral materials may be submitted to support the proposed concept.
 - iii. Include experience dealing with other City projects and/or experience in purchasing government property for private development.
 - iv. Website addresses of completed projects, if any.
 - v. Include resumes for key members of your development team. Resumes should include information regarding each member's work experience, relevant project experience, education, and anticipated role on this project.

D. *Community Vision*

1. Describe how the proposal will meet the city's vision of providing high-density housing near the core of the city. Explain how the proposal will also complement and enhance the surrounding neighborhoods and land uses and will provide connectivity through pedestrian-oriented design by providing appropriate connections to existing residential neighborhoods, parks, and commercial corridors.

E. *Development Objectives*

1. Describe and illustrate how the proposal will meet the objective of providing a mixed-use development on the site, which includes retail business uses and services located on the main floor and residential uses located above with an emphasis on maximum density allowable in the C-2 zoning district. Information is to include the following:

- i. Site plan for the proposed project layout on the 5.85 acres with proposed mix of uses and intended tenants.
 - ii. Construction schedule.
 - iii. Proposed purchase price of the property.
 - iv. Estimated project valuation less the cost of the land.
 - v. Developer's role in the project, before during and after construction. Will the developer retain the project or sell the project?
- F. The City reserves the right to contact any organization or individuals provided by the Responder or obtained by the City.

3.2 Qualification Submittal

- A. Submittals shall be submitted electronically via email to: purchasing@ci.richland.wa.us. Submittals delivered by hand, fax, telephone or email or any postal carrier will not be accepted.
- B. The City of Richland cannot guarantee internet access. It is strongly recommended that you respond 24 hours prior to the closing date and time for submittal.

END OF SECTION

SECTION 4 STANDARD TERMS AND CONDITIONS

1. **BID / QUOTE / SUBMITTAL / PROPOSAL / GENERAL CONDITIONS:** All of the terms and conditions of the submittal against which this purchase document is applied, are hereby incorporated.
2. **ACCEPTANCE:** This submittal expressly limits acceptance to the terms and conditions stated herein. All additional or different terms proposed by Developer are objected to and hereby rejected, unless otherwise provided in writing by the City.
3. **LICENSES:** If applicable, successful developer shall have a valid and current State of Washington and City of Richland business license. Licenses shall be obtained prior to award of any contract.
4. **TAXES:** Unless otherwise definitely specified, the City and Developer agree to pay all State of Washington sales or use tax and any excise or property taxes.
5. **COMPLIANCE WITH ALL LAWS, LICENSES AND PERMITS:** In the performance of their duties, Developer shall comply with all applicable federal, state, local laws and regulations. Developer shall possess and maintain all necessary licenses, permits, certificates and credentials required. Failure to comply with all laws, licenses and permits shall be deemed a breach of this Agreement and constitutes grounds for the termination of this Contract.
6. **INFRINGEMENTS:** Developer agrees to protect and save harmless, the City against all claims, suits, or proceedings for patent, trademark, copyright, or franchise infringement arising from the purchases, installation, or use of goods and materials ordered and to assume all expenses and damages arising from such claims, suits or proceedings.
7. **INDEMNIFICATION/HOLD HARMLESS:** Developer shall defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Contract, except for injuries and damages caused by the sole negligence of the City
8. **FORCE MAJEURE:** Developer will not be responsible for delays in delivery due to acts of God, fire, strikes epidemics, war, riot, delay in transportation or railcar transport shortages, provided Developer notifies the Economic Development Manager immediately in writing of such pending or actual delay. Normally, in the event of any such delays (acts of God, etc.) the date of delivery will be extended for a period equal to the time lost due the reason for delay.
9. **SEVERABILITY:** If a court of competent jurisdiction declares any provision of the Contract to be invalid, the other provisions and the rights and obligations of the parties remain in effect.
10. **NONDISCRIMINATION:** During the performance of this Contract, the Developer agrees as follows: The Developer shall not discriminate against any person on the grounds of race, creed, color, religion, national origin, sex, age, marital status, sexual orientation, pregnancy, veteran's status, political affiliation or belief, or the presence of any sensory, mental or physical handicap in violation of the Washington State Law Against Discrimination (RCW Chapter 49.60) or the American with Disabilities Act (42 USC 12101 et. seq.).
11. **PUBLIC DISCLOSURE:** Contract and all contents and attachments are deemed a public record as defined in the Public Records Act, Chapter 42.56 RCW. The City will make disclosure decisions based on applicable law and without liability to the Proposer.
12. **ASSIGNMENT:** This award is not assignable by Developer either in whole or in part, without the prior written approval of the City.
13. **RIGHT TO AUDIT:** The City reserves the right to verify, by examination of Developer's financial information provided to the third-party.
14. **NONDISCRIMINATION - TITLE VI COMPLIANCE:** The City of Richland assures that no person shall on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964, as amended, and the Civil Rights Restoration Act 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any City sponsored program or activity. Richland City further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

END OF SECTION



City of Richland

Solicitation Number: RFP 24-0109

Attachment A
RFP Signature Form and Addendum Acknowledgement

Purchase or Lease and Development of 5.85 Acres of Property Located at 24 Lawless Drive, Richland, Washington

ALL PROPOSERS COMPLETE THIS PAGE AND INCLUDE WITH SUBMITTAL:

- 1. By submitting a response, the Proposer certifies that the Proposer has fully read and understands this RFP document...
2. The Proposer certifies that they have read and understand all terms and conditions of this submission.
3. By signing this document, the Proposer certifies that they have not, either directly or indirectly, entered into any agreement...
4. The Proposer acknowledges that the person who signs below is fully authorized to sign on behalf of the firm listed...
5. The Proposer acknowledges receipt of the following addenda: _____ through _____.

Respectfully submitted this _____ day of _____, 20_____.

Name of Firm: _____

Address: _____

Signature: _____

Name (Print): _____

Title: _____

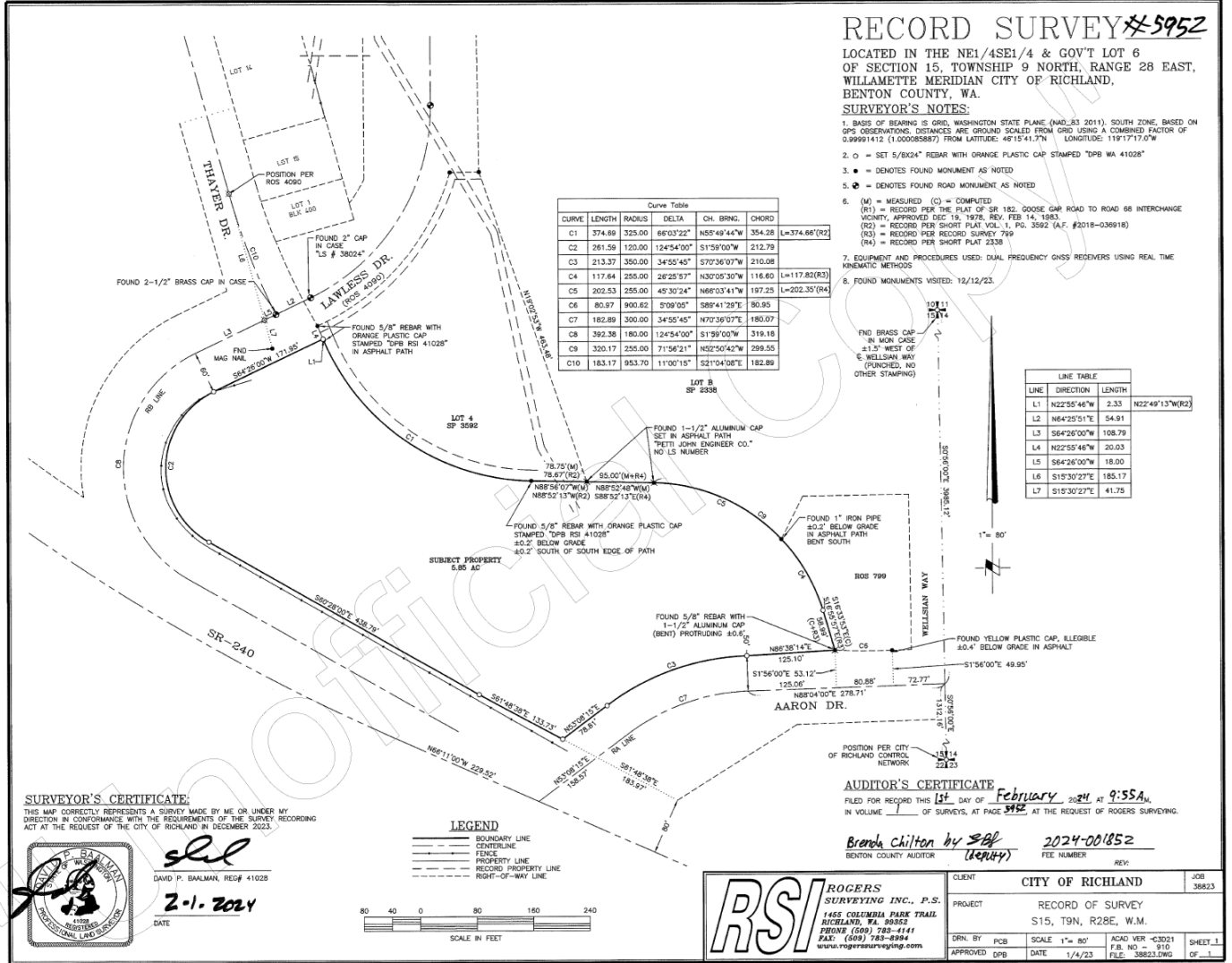
Email: _____ Phone: _____



City of Richland

**Solicitation
Number:
RFP 24-0109**

Attachment B Record Survey #5952



Attachment C

RICHLAND LAWLESS DRIVE SITE FEASIBILITY STUDY

APRIL 2023

Prepared for:



By:



INTRODUCTION

The purpose of this report is to summarize and synthesize the information we have gathered regarding a vacant City of Richland property ("subject site") located northeast of the I-182 and Bypass highway interchange. This serves as a record of the existing site conditions and additionally provides an analysis of probable "best and highest" use assuming a future sale of the property to a private party / developer.

In this report we have taken into account site constraints (particularly due to access limitations), and other considerations owing to general site topography, available utilities (per City GIS mapping), potential parcel size and additional general attributes that may factor into future decisions regarding Land Use classifications and Zoning District assignment. This approach is being used as the basis for our suggestions intended to inform a staff decision on direction to take for a proposed Comprehensive Plan land use designation for the property. Currently the property is lacking a Comprehensive Plan land use designation (as it was previously assumed to be right of way held by WSDOT) and a proposal for a classification will need to be considered by the city's planning commission and city council.

This work product comprises a "land use planning" exercise and excludes any real estate or economic / market analysis.

BACKGROUND

The subject property is situated north of the I-182 interstate highway and east of the Bypass Highway and encompasses approximately 4.3 acres of land¹,

¹ Based on GIS calculations and excluding the steep slope area abutting the Fred Meyer property – the parcel size may be larger yet only up to 4.3 acres would be "buildable"

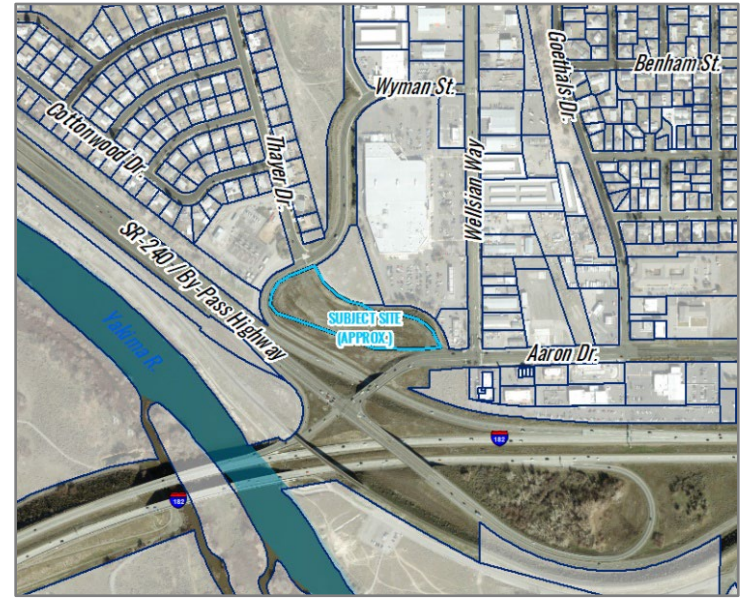


Figure 1: Subject Site and Surrounding Parcel and Road Network

which has not been assigned a parcel identification number and does not carry a zoning designation.

The City of Richland staff has ascertained that the subject property is likely surplus to the City's needs and likely available for the city to market and sell to a private developer to use for a business purpose (pending any such decisions by the City Council). Accordingly, the city staff anticipates that Council could approve a sale of the property as a "surplus" asset, since the property won't be needed for public uses.

Since the land was assumed to be public right of way, no parcel number is assigned from the Benton County Assessor's office. However, it is our understanding that the WSDOT (who owns and controls lands in the right of way to the immediate south) and the city have both confirmed that the land should not have been assumed to be right-of-way and can be used for other purposes.

This is a unique opportunity for the City to plan for the future of the rather large, contiguous area of largely undeveloped land within the Richland City limits. The City staff wishes to approach council with a concept(s) for future development and has commissioned a Feasibility Plan in order to make well-researched and practical recommendations to the Council.

The Feasibility Plan will set out potential options for the land use and zoning of the site. The plan is intended to describe various viable uses for the area that will harmonize with the surrounding developments and natural setting.

INTERSECTION CAPACITY

The city's Development Services Director and Deputy City Manager have both aptly identified that a chief factor that should be taken into consideration in this analysis is the capacity of the intersection of Lawless Drive and Thayer Drive. For this reason, a preliminary Traffic Study was commissioned to evaluate existing

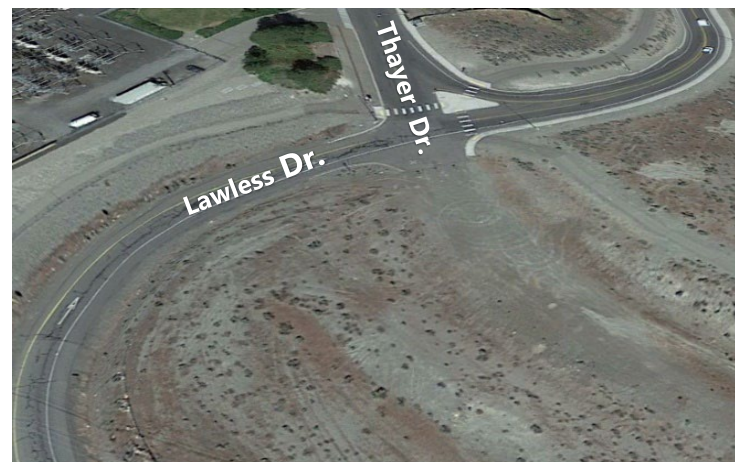


Figure 2: Simulated Google Earth Image: Lawless Drive/ Thayer Drive Intersection

conditions and site access at an early stage. Looking at available data, the Traffic Study was additionally completed to determine how the intersection will perform upon different development scenarios which will produce / attract vehicle trips. The scope of the analysis was expanded to also account for future development of the currently undeveloped property immediately north of the site, which is approximately two acres and zoned Retail-Business (C-2) and therefore entitled to be used for a wide-range of uses permitted in that zoning district.

The intersection of Lawless Drive and Thayer Drive is currently performing well in the PM peak hour, with a current Level of Service rating of B. Unique characteristics of the intersection (turning movements limited according to signage /physical barriers; pedestrian travel route crossing conflicts; intersection channelization, striping and signage; sight distance) are identified in detail.

The authors of the traffic study (at J-U-B Engineering) concluded that commercial zoning of the subject property can be accommodated, and up to 66,000 square feet of Shopping Plaza-type development could be added without signalization or other upgrades of the intersection, provided that less extensive improvements to ensure adequate site distance requirements and other safety considerations are assured. Likewise, up to approximately 336 apartments (which J-U-B considered to be the upper limit of scale of development for the site size) could be accommodated and would be anticipated to have PM Peak Hour trip count below the maximum threshold.

LOCATION & SURROUNDING DEVELOPMENT

The site has convenient access to and from surrounding areas, including the I-182 and SR-240 (By-Pass Highway) highway interchange. The site is located a very short distance from the west off-ramp of Interstate 182. Interstate 182 connects with Interstate 82 to the west as well.

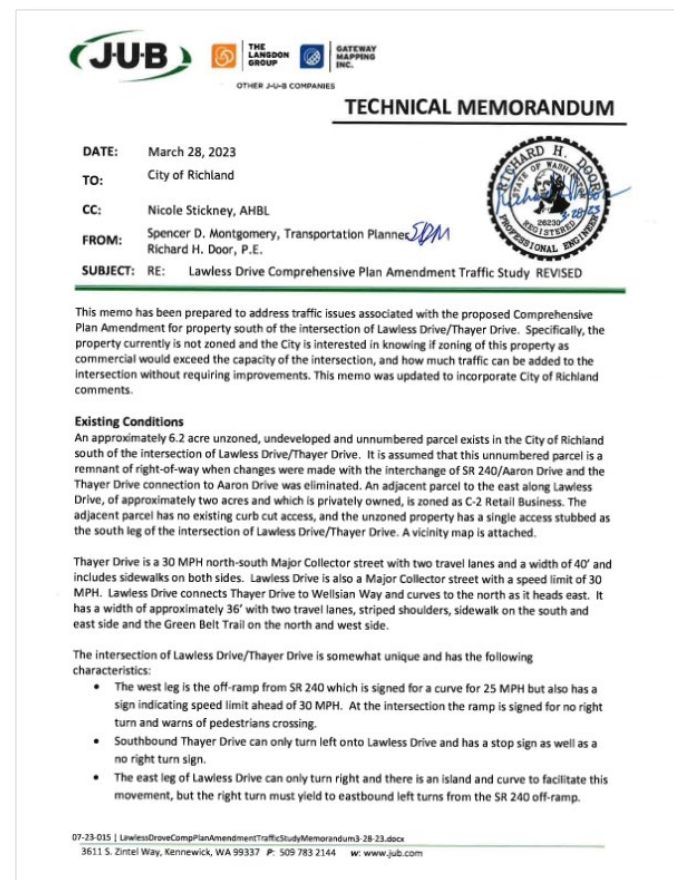


Figure 3: Technical Memorandum by J-U-B Engineers

The proximity to areas and vital transportation corridors greatly benefits the development potential and attractiveness of the site.

While access from the highway is a positive attribute for mobility, the site's proximity on its southern boundary to the highway presents visual and noise impacts to the site which may impact development and property land use options.

The site is also accessible from the SR-240 / Bypass Highway which leads to major employment centers such as the Hanford Site, the PNNL campus, the Tri-Cities research district in North Richland, and surrounding areas.

To the general northwest of the site there is Medium Density Residential zoning, a Green Belt Trail, and the City's James J. Lawless Park (Disc Golf Course). Additionally, east of the site there is vacant land zoned Retail Business. On Wellsian Way is a McDonalds restaurant and Fred Meyer store (with additional retail tenants and fueling stations).

NATURAL LANDMARKS

The site benefits from its proximity to natural landmarks such as the Yakima River to the west. Additionally, the Chamna Natural Preserve is a popular destination for passive recreation and nature viewing, situated south of the site on the opposite side of I-182.

OWNERSHIP

According to City staff, one hundred percent of the land (by acreage) is owned by the City of Richland. Proceeds of any land sale will likely benefit the city's transportation funds.

Due to the circumstances identified below, City leaders are encouraged to take a cautious approach before making assumptions that the land may not



Figure 4: Site Proximity to Natural Landmarks

otherwise be encumbered. For example, easements or other restrictions could be applicable to the property which would affect the ability for the property to be developed. While the city may sell the property with “no warranty” and set out that all due diligence is the exclusive responsibility of a future purchaser, it would nonetheless be rational for the city to conduct a general analysis of the property to understand what they are selling, which can be partially ascertained with the generation of a Title Report by a reputable company.

For example, there is a power conveyance system traversing the south end of the subject site that is in view and which likely connects to the city’s electrical substation between the Bypass Highway and Thayer Drive (Figure 5). As such, the potential presence of BPA or other easements should be contemplated.

Next, examination of Short Plat No. 3592 (AFN 2018-036918) shows that a sewer easement “per plat of Richland” is located north of the site and likely continues through at least a portion of the subject property.

Another question that should be contemplated, if it hasn’t already been considered, is if the land of the subject site is in fact available to the city to be used or sold by the city (since WSDOT has affirmed, as we were informed by staff, that they don’t have any claims to, or use for, the land). Or, should perhaps the procedures of RCW 35.79, RCW 36.87 (or other codes or statutes of relevance) be applied where generally the original adjoining land owners (or their successors) would be beneficiaries of the land (as divided from the centerline)? Consultation with a real estate attorney could be appropriate.

LIMITATIONS

When contemplating and arriving at potential uses, we stress that it is important to consider anything reasonably probable and “legal” from a zoning perspective (which is part of the objective of this study and investigation). Alternatives which should be disregarded if they are not physically possible, could be appropriately



Figure 5: Power Line Crossing

supported, or financially feasible. There is an essential objective to determine what uses would likely represent a “highest and best use.”

COMPREHENSIVE PLAN CONSIDERATIONS

The City plans under the state Growth Management Act (GMA) which means that the City’s Comprehensive Plan document holds primacy for, and guides development; all development within the city is required to conform to the city’s Comprehensive Plan. Paying close attention to the City’s Comprehensive Plan is especially important for situations such as this one, where the city owns land and must determine a proper course of action for future development by a future land purchaser, to the extent feasible.

The intent is that during the current Comprehensive Plan cycle, the Planning Commission and City Council will contemplate a staff’s recommended land-use designation for the property. In doing so, goals and policies of the Comprehensive Plan should be taken into due consideration to align future development with community preferences.

We begin by focusing on the Vision statement which was developed following an extensive public process involving hundreds of people residing and /or doing business in Richland:

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

It is important to ensure that future development of the site is capable of being consistent with (and not counter to) the vision statement. Themes related to

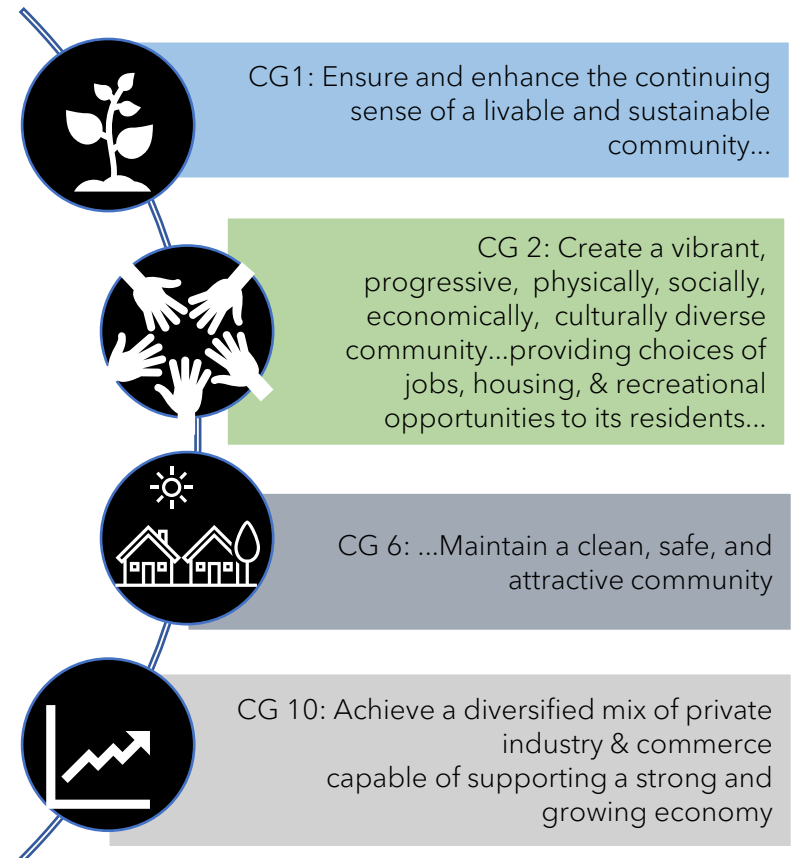


Figure 6: Comprehensive Plan Goals (Selected)

this vision statement which are also particularly important to consider are *Economic Development* (it would be excellent to provide an opportunity for business creation or expansion at the site, particularly for technology, medical services, or research if possible) and *Urban Design and Culture* (uses which support the community's diverse cultural heritage in the arenas of the arts, culture and education are important to the community).

There are twelve Community Goals (CGs) listed in the Comprehensive Plan. However, not all of the goals are directly applicable to this situation (*such as CG 3 relating to regional government, CG 4 relating to historic preservation, CG 5 relating to outdoor recreation, CG 7 pertaining to the city's Central Business District, CG 8 relating to infrastructure, CG 9 relating to the delivery of a transportation network CG 11 relating to the City's Strategic Plan and CG 12 relating to community involvement*). The goals which do generally apply are listed in Figure 6.

DEVELOPMENT FEASIBILITY

Tables 1 through 8 on the following pages set out further details and information pertaining to site characteristics and development considerations.

TABLE 1: GENERAL SITE INFORMATION

LOCATION DESCRIPTION	The site is situated north of I-182 Interstate and generally east of Bypass Highway; bounded to the north by Lawless Drive and to the south by I-182 Interstate.
SIZE AND SHAPE	The property appears to be sufficiently sized and configured (shaped) to accommodate a variety of uses; the future parcel would not likely be too oddly shaped, narrow, or insufficiently sized to accommodate development of a building plus ancillary off-street parking , space landscaping, stormwater facilities, land for infrastructure and driveways for development.
TOPOGRAPHY	The site slopes downward to the southwest.
EXISTING USES	Undeveloped
EXISTING ZONING	The property currently has no zoning assignment. Neighboring parcels are zoned C-2 (Retail Business) and C-3 (General Business).
EXISTING LAND USE DESIGNATION	The Comprehensive Plan Land Use map presently has no designations for the property as was assumed to be WSDOT right-of-way.
VISIBILITY AND TRAFFIC COUNTS	<p>Many businesses place a high value on experiencing visibility from the road travel. This can be from a primary perspective (like a fast food, gas station or other auto-mobile oriented business) to attract visitors that are passing by and identify businesses visually as they drive in the area. Alternatively, being in a prominent location can attract customers in a more subtle or gradual way. For example, an orthodontist may want to establish in a good-looking building that people drive by such that once they are looking for this type of service, they would be familiar that the business is available at said location. Financial institutions (i.e., banks and credit unions) want to establish prominence in the community and get their name out before potential clients and customers.</p> <p>Similarly, having a location with high traffic counts is another important asset that provides numerous benefits to business. Moreover, many chain stores and national brands commonly have minimum traffic counts that must be present in order for site selection to potentially occur.</p>
VEGETATION	Isolated shrub-steppe habitat may be present. On-site vegetation is comprised of low sagebrush, grasses, small shrubs, and noxious weeds. A mixture of large and small rocks is scattered throughout the site.

TABLE 2: SURROUNDING AREA / IMPACTS

ADJACENT PARCELS	1-1598-101-3592-004 (Bush Trustees; 2.02 Acres; 1383 Lawless Drive) 1-1598-101-2338-004 (FM Richland F LLC; 14.15 Acres; 101 Wellsian Way)
SURROUNDING DEVELOPMENT AND COMP PLAN LAND USE DESIGNATIONS	<u>North:</u> Bounded by Lawless Drive; to homes on LDR land & park on Developed Open Space (DOS) <u>East:</u> Commercial (COM) developed location for Fred Meyer (at a lower topographical grade) <u>South:</u> Bounded by Aaron Drive, with a portion designated for Natural Open Space (NOS) <u>West:</u> Bounded by By-Pass Highway and Lawless Drive; a substation is located further west (PBF)
NOISE	Noise impacts from surrounding activity occurs; noise comes from the adjacent I-182 corridor as well as from the adjacent Fred Meyer location to the northeast of the property
AIR QUALITY	Blowing dust occurs from the natural landscape and topography due to the sandy soil and wind; Air pollution occurs from vehicular traffic on the adjacent interstate and bypass highway.

TABLE 3: DISTRICTS & COMMUNITY SERVICES

PORT DISTRICT	Port of Benton
SCHOOL DISTRICT	Richland School District
POLICE/ FIRE	City of Richland Fire and Emergency Services
LIBRARY	Richland Library System

TABLE 4: ENVIRONMENTALLY CRITICAL AREAS

FEMA FLOOD ZONE	<i>No factor</i> - The subject site is outside the 100-year floodplain (FEMA FIRM panel no. 5355330015E).
WETLANDS / STREAMS	<i>No factor</i> – There are no wetlands or wetland buffers at the site. The closest mapped wetlands are to the north, splitting Lawless Drive. The mapped wetlands are within approximately 900’ of the site. The Yakima River is located to the west of the property, across By-pass Highway, approximately 700’ from the site.
GEOLOGIC HAZARDS	<i>No factor</i> - The site is approximately 2,800 feet from a geological hazards area.
CRITICAL AQUIFER RECHARGE AREA	The site is within a CARA. The storage of certain materials related to industrial / manufacturing uses may be prohibited or would not be suitable without appropriate mitigation.
ENDANGERED SPECIES / PROTECTED HABITATS	<i>No factor</i> - Within 1,000 feet of the site there is a mapped terrestrial habitat (Shrub Steppe); an aquatic habitat (freshwater forested/shrub wetland); and a terrestrial habitat (Yakima River Delta), per the WDFW Priority Habitats and Species (PHS) online digital data. However, due to surrounding development and the adjacent presence of I-182 we don’t anticipate any mitigation will be required.

TABLE 5: SOILS

SOIL TYPE	Per NRCS Soil Survey, the site contains two soil types, the majority is Quincy loamy sand (which is excessively drained and less than 4 percent is Pasco silt loam which is poorly drained.)
DISCUSSION	The site and adjacent areas are subject to periodic blowing dust due to the natural topography and natural sandy soils.

TABLE 6: UTILITIES

WATER	
PURVEYOR	Richland City Water; The site is not located within a numbered City of Richland pressure zone.
LOCATION OF / DISTANCE TO CONNECTION POINT	Near northeast corner of the property, near Lawless Drive, there is an 8-inch pressurized water main line with a system valve gate.
SYSTEM CAPACITY	TBD – the line is 8 inches; site topography may warrant further study for the water pressure zones
FIRE HYDRANT SPACING AND FLOW	The nearest fire hydrants are located (1) approximately 350 feet north of the property on Thayer Drive (2) at the northeast corner of Wellsian Way and Aaron Drive and (3) at the south end of the Wellsian Way driveway just north of the McDonalds property; Fire Flow requirements are dependent on the final building types proposed. It appears that modeling may be required.
SEWER	
PURVEYOR	Richland City Sewer (Sewer basin C)
LOCATION OF / DISTANCE TO CONNECTION POINT	From the northwest edge of the site there is a 12-inch main sewer line (gravity) that runs through the site and three manholes on site.
SYSTEM CAPACITY	TBD – the line is 12 inches; Modeling may be required.
STORMWATER	
PURVEYOR	Richland City Stormwater Utility; The site is within Storm Basin “AP.”
IRRIGATION	
PURVEYOR	City of Richland
CONNECTION POINT	A 16-inch diameter Pressurized Irrigation Main traverses the site at the eastern corner.

TABLE 7: CULTURAL RESOURCES

CULTURAL RESOURCES	We consulted the Washington Information System for Architectural and Archeological Records Data (WISAARD) predictive model, which suggests varied risk throughout the site, ranging from high risk (category 4 of 5) to very high risk (category 5 of 5). This indicates a survey is “highly advised.” However, the site has previously been highly disturbed, so no additional study or investigation requirements are generally anticipated, particularly if city staff can locate previous surveys or studies completed for other projects. Nonetheless, we recommend early consultation with the DAHP.
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TABLE 8: TRANSPORTATION AND ACCESS

CURRENT ACCESS	There are no developed access points to the site; the site is adjacent to Lawless Drive. Shared access / reciprocal access easements with the undeveloped property to the north may be desirable.
NEARBY FACILITIES	The site is adjacent to and south of Lawless Drive and adjacent to and north of Aaron Drive. Both are classified as major collector roads. Lawless Drive is a 2-lane road, whereas Aaron Drive is a 4-lane road. The site is within half-mile to I-182 off ramps.
EXISTING CONDITIONS	<p>The existing Fred Meyer and gas station are located nearby on Wellsian Way (North of Aaron) which generates an estimated total of 13,628 average daily trips, including 5,426 North/Eastbound and 8,202 South/Westbound (according to the 2018 Traffic Counts supplied by the BFCOG).</p> <p>Average daily trips at Lawless Drive West of Wellsian generates an estimated total of 3,890 average daily trips, including 2,788 North/Eastbound and 1,102 South/Westbound according to the 2018 Traffic Counts supplied by BFCOG. Additionally, average daily trips at Aaron Drive West of Goethals generates an estimated total of 7,912 average daily trips, including 3,549 North/Eastbound and 4,354 South/Westbound.</p>
TRANSIT	Richland is served by Ben Franklin Transit (BFT). The nearest transit stop is located at Thayer and Lawless intersection and is served by Route 25. Additionally, the southeast edge is served by Route 170. Both stops are approximately within a half mile from the nearest edge of the property. Sidewalks and bike lanes partially connect the site to the transit stops but large gaps and unsafe conditions exist.
ACCESS AND FRONTAGE REQUIREMENTS	Future roadway and driveway development associated with this property are to be built per Richland City Standards and Specifications. All residential and commercial driveways shall be constructed in accordance with the applicable code(s). Furthermore, frontage improvements will likely be required to bring the street(s) into conformance with the minimum City standards, including curb, gutter, streetlights, and sidewalks.

POTENTIAL OPTIONS FOR CONSIDERATION

Given the site characteristics, site constraints, location, and context of the site, the following range of development options could be considered. For the commercial / hospitality related options, some of the examples listed are the types of businesses that could be particularly well-suited given the visibility from and access to the freeway.

The listed recommended maximum size (or development intensity description) aligns with the maximum number of trips produced / attracted that are assumed to be possible to accommodate at the site without signalization or lane channelization as identified in the J-U-B Technical Memorandum, as summarized in the "Intersection Capacity" section above. However, in cases where density or development limitations provide a lower threshold for development intensity, we have identified that limitation or noted other requirements (such as parking) that could constrain the development capacity.

These scenarios are illustrative and while some detail and supporting information is provided (such as parking requirements), no site planning or spatial analysis of building / parking / access / utility improvements has been performed.

SCENARIO AND POTENTIAL LAND USE CLASSIFICATION / ZONING DISTRICT	EXAMPLE(S)	COMMENTS AND CONSIDERATIONS (Parking requirements are listed per RMC 23.54; GLA stands for Gross Leasable Area; GFA stands for Gross Floor Area)	DEVELOPMENT INTENSITY LIMITATION (TO AVOID NEGATIVE IMPACTS TO IMPACTED INTERSECTION AND PREVENT INTERSECTION IMPROVEMENTS)
<p>MULTI-FAMILY RESIDENTIAL</p> <p><i>(Land Use Designation: Residential, Implemented with R-3 or C-LB Zoning</i></p> <p><i>OR Land Use Designation: Commercial implemented with the C-LB zoning district)</i></p>	<p>Apartments or other similar multi-family housing structure.</p> <p><i>(Note: The site may not be considered ideal for residential use due to the close location of the freeway which produces elevated noise and air impacts, however, sound-proofing measures and options could be explored.)</i></p>	<ul style="list-style-type: none"> • Per the Table in RMC 23.18.040, the Maximum Density for Multifamily Dwellings is 1 unit per 3,000 square feet • The parking requirement is 1.5 off-street parking spaces per dwelling unit 	<p>We estimate up to around 62 apartments* could be built meeting the maximum density limitations in the RMC for R-3 zoning, considering the lot size. This would require a minimum of 93 parking spaces.</p> <p>However, this estimated figure increases to 122 units* if zoned C-LB. The parking requirement would be a min. of 183 parking spaces.</p> <p>Per the J-U-B Technical Memo the intersection at Lawless/ Thayer Drive could handle the increased traffic at this development intensity.</p> <p>(*Maximum Lot coverage and/or building height regulations could further limit the number of units that could be constructed.)</p>
<p>GENERAL OFFICE BUILDINGS</p> <p><i>(Land Use Designation: Commercial, Implemented with C-LB, C-2 or C-3 zoning should be contemplated; perhaps C-1 would be an ideal fit as it does have some options for Offices but with certain limitations)</i></p>	<p>Offices for various professional services such as engineering, insurance, legal services, corporate support, etc.</p>	<ul style="list-style-type: none"> • Per ITE 10th Ed., general office buildings in urban or suburban settings generate 1.15 trips per 1,000 GLA in the PM Peak Hour • These uses require 1 off-street parking space per every 350 sq. ft. of Gross Floor Area (GFA) 	<p>Max. Development would be a total of 290,000 GFA General Office Buildings as they would generate 333 trips (would need 828 parking spaces which could not be accomplished with surface parking)</p>

SCENARIO AND POTENTIAL LAND USE CLASSIFICATION / ZONING DISTRICT	EXAMPLE(S)	COMMENTS AND CONSIDERATIONS (Parking requirements are listed per RMC 23.54; GLA stands for Gross Leasable Area; GFA stands for Gross Floor Area)	DEVELOPMENT INTENSITY LIMITATION (TO AVOID NEGATIVE IMPACTS TO IMPACTED INTERSECTION AND PREVENT INTERSECTION IMPROVEMENTS)
MEDICAL & DENTAL CLINICS <i>(Land Use Designation: Commercial, Implemented with C-LB, C-1, C-2, or C-3 Zoning)</i>	Orthodontist clinic, Outpatient Surgical Center, etc.	<ul style="list-style-type: none"> Per ITE 10th Edition, Clinics in Urban/ Suburban settings generate 3.28 trips per 1,000 GLA in the PM Peak Hour Per ITE 10th Edition, Medical/ Dental "office" buildings generate 3.46 trips per 1,000 GLA in the PM Peak Hour These uses require 1 off-street parking space per every 250 sq. ft. of Gross Floor Area (GFA) 	<p>The likely maximum development for vehicle trips would be a total of 101,000 GFA Clinics in Urban/ Suburban = 331 trips (would need 404 parking spaces – which would likely require structured parking)</p> <p>Or, max. development would be up to 96,000 GFA Medical/ Dental "office" buildings = 332 trips (would need 384 parking spaces)</p>
FINANCE, INSURANCE, REAL ESTATE <i>(Land Use Designation: See recommendation above for "General Office Buildings")</i>	Banks, businesses, or professional offices without a Drive-Through	<ul style="list-style-type: none"> These uses require 1 off-street parking space / 350 sq. ft. GFA Per ITE 10th Ed., Walk-in banks generate 12.13 trips per 1,000 GLA in the PM Peak Hour Per ITE 10th Ed., general office buildings in urban or suburban settings generate 1.15 trips per 1,000 GLA (PM Peak Hr.) 	<p>Max. development for vehicle trips would be a total of 290,000 GFA General Office Buildings which would generate 333 trips (would need 828 parking spaces, likely in structured parking)</p>
MANUFACTURING <i>Note: Assuming no "tasting rooms"</i> <i>(Land Use Designation: Industrial, Implemented with I-M Zoning)</i>	Food manufacturing, winery / beer / spirits production facility, bottling plants, other small-scale use. not producing "industrial" sewer waste or air impacts	<ul style="list-style-type: none"> These uses require 1 off-street parking space per two employees on the largest shift Per ITE 10th Edition, Manufacturing uses generate 0.67 trips per 1,000 GFA in the PM Peak Hour 	<p>Max. Development would be 193,000 sq. ft. / TBD parking spaces for manufacturing, which would result in up to 340 PM Peak hour trips</p>

SCENARIO AND POTENTIAL LAND USE CLASSIFICATION / ZONING DISTRICT	EXAMPLE(S)	COMMENTS AND CONSIDERATIONS (Parking requirements are listed per RMC 23.54; GLA stands for Gross Leasable Area; GFA stands for Gross Floor Area)	DEVELOPMENT INTENSITY LIMITATION (TO AVOID NEGATIVE IMPACTS TO IMPACTED INTERSECTION AND PREVENT INTERSECTION IMPROVEMENTS)
<p>RETAIL</p> <p><i>Food stores, markets, drugstores, liquor stores, and designed shopping centers more than 3,000 square feet GFA (exclusive of basement areas)</i></p> <p><i>Land Use Designation: Commercial, Implemented with C-1, C-2, or C-3 Zoning, with C-3 being the most broad-based option for retailers)</i></p>	<p>Furniture stores, specialty food retailer, outdoor gear / sporting equipment, Salon, etc.</p> <p>This could be a new locally-based venture, an additional location of a store already located in the market area, or new locations of chain stores located in the Pacific Northwest but not presently in the Tri Cities such as Cost Plus World Market (typically 16,000 to 18,000 square feet) imports, Bass Pro Shop / Cabela's Outpost (typically 40,000 square feet), Duluth Trading Company (typically 12,000+ square feet), etc.</p>	<ul style="list-style-type: none"> • These uses require 1 off-street parking space per every 300 sq. ft. of GFA • Per ITE 10th Edition, Shopping plaza without supermarket (821) would generate 5.16 trips per 1,000 GFA in the PM Peak Hour • 66,000 square feet of retail space would translate to 220 required parking spaces • Per ITE 10th Edition, Furniture stores generate 0.52 trips per 1,000 sq. ft. GFA in the PM Peak Hour <p>Per ITE 10th Edition, Sporting Good Superstores generate 2.02 trips per 1,000 sq. ft. GLA in the PM Peak Hour</p>	<p>Max. Development for trips would be 66,000 sq. ft. / 220 parking spaces for a Shopping Plaza (without shopping market) which would result in up to 340 PM Peak hour trips</p> <p>Likewise, a 66,000 sq. ft. Sporting Goods Superstore would generate 134 peak hour PM trips (still needing 200 parking spaces)</p> <p>Or, a 66,000 square foot Furniture Store would generate only 34 peak hour PM trips (but requiring 220 parking spaces).</p>

SCENARIO AND POTENTIAL LAND USE CLASSIFICATION / ZONING DISTRICT	EXAMPLE(S)	COMMENTS AND CONSIDERATIONS (Parking requirements are listed per RMC 23.54; GLA stands for Gross Leasable Area; GFA stands for Gross Floor Area)	DEVELOPMENT INTENSITY LIMITATION (TO AVOID NEGATIVE IMPACTS TO IMPACTED INTERSECTION AND PREVENT INTERSECTION IMPROVEMENTS)
RESTAURANT – SEATED CUSTOMERS <i>(Land Use Designation: Commercial, Implemented with C-1, C-2 or, C-3 Zoning)</i>	<p>This could be a new locally based venture, an additional location of a restaurant already located in the market area, or new locations of chain restaurants located in the PNW but not presently in the Tri-Cities such as Cracker Barrell, Wingers Restaurant & Alehouse, Café Rio Mexican Grill, Dave & Busters, BJ’s, etc.</p>	<ul style="list-style-type: none"> • These uses require 1 off-street parking space per every 100 sq. ft. of GFA • Per ITE 10th Edition, a “quality restaurant” generates 7.8 trips while a “high-turnover”, seated restaurant generates 9.2 trips (per 1,000 sq. ft. GFA in the PM Peak Hour) 	<p>An 8,000 square foot “quality restaurant” would generate 62 peak hour trips (would require up to 80 parking spaces) whereas a 10,000 square foot “quality restaurant” would generate 78 peak hour trips (would require up to 100 parking spaces)</p> <p>An 8,000 square foot “high turnover” seated restaurant would generate 74 PM peak hour trips (would require 80 parking spaces)</p>
HOTEL / MOTEL <i>(Land Use Designation: Commercial, Implemented with C-LB, C-2 or, C-3 Zoning)</i>	<p>This could be a new locally-based venture, an additional location of a business already located in the market area or new locations of chain hotels located in the PNW but not presently in the Tri-Cities market such as Oxford Suites or Simple Suite.</p>	<ul style="list-style-type: none"> • Parking space requirements are 1 space per room, plus required space for any restaurant (1 space per 100 sq. ft. of GFA*), plus 50% of required spaces for other associated uses • Per ITE 10th Edition, Hotels generate 0.60 trips per room in the PM Peak Hour • Per ITE 10th Edition, All-suites Hotels generate 0.36 trips per room in the PM Peak Hour • Per ITE 10th Edition, Motels generate 0.38 trips per room in the PM Peak Hour 	<p><u>With up to 80 Guest Rooms:</u> An 80-room “hotel” would generate 48 PM Peak Hour Trips while an 80-room “all-suites hotel” would generate 29 PM Peak Hour Trips and an 80-room “motel” would generate 31 PM Peak Hour trips (all three types would require 80 parking spaces)</p> <p><u>With up to 120 Guest Rooms:</u> A 120-room “hotel” would generate 72 PM Peak Hour Trips while a 120-room “all-suites hotel” would generate 44 PM Peak Hour Trips and an 120-room “motel” would generate 47 PM Peak Hour trips (all three types would require 120 parking spaces)</p>

SCENARIO AND POTENTIAL LAND USE CLASSIFICATION / ZONING DISTRICT	EXAMPLE(S)	COMMENTS AND CONSIDERATIONS (Parking requirements are listed per RMC 23.54; GLA stands for Gross Leasable Area; GFA stands for Gross Floor Area)	DEVELOPMENT INTENSITY LIMITATION (TO AVOID NEGATIVE IMPACTS TO IMPACTED INTERSECTION AND PREVENT INTERSECTION IMPROVEMENTS)
<p>WHOLESALE</p> <p><i>Wholesale stores, warehouses, storage buildings, motor vehicle or machinery sales</i></p> <p><i>(Land Use Designation: Commercial, Implemented with C-3 Zoning)</i></p>	<p>N/A – <i>Wholesale stores, warehouses, storage buildings, motor vehicle or machinery sales are not recommended for the Site.</i></p>	<ul style="list-style-type: none"> • Per ITE 10th Edition, Wholesale Markets (code 860) generate 1.76 trips per 1,000 GFA in the PM Peak Hour • The parking requirement is 1 space per employee, with a minimum of 4 spaces 	<p>Max. Development would be 193,000 sq. ft. / <i>TBD</i> parking spaces for a Wholesale / Warehousing which would result in up to 340 PM Peak hour trips</p>

RECOMMENDATION

Given the features, assets and limitations of the subject property, it appears that a **Commercial** land use designation would align best with the surrounding area, maintain consistency with the land use designation given to adjoining lands to the north, and provide the highest degree of flexibility for future development.

REFERENCES / SOURCES:

- City of Richland Municipal Code, Title 23 Zoning
- Washington Department of Fish and Wildlife Priority Habitat Species on the Web
- US Department of Agriculture Natural Resources Conservation Service Web Soil Survey
- Department of Archeology and Historic Preservation
- City of Richland 2018 Traffic Counts
- City of Richland Maps and GIS data
- Ben Franklin Transit
- Google Earth
- 2017 City of Richland Comprehensive Plan (Prepared by Oneza & Associates October 3, 2017 and updated October 1, 2019) – City of Richland



THE LANGDON GROUP



GATEWAY MAPPING INC.

OTHER J-U-B COMPANIES

TECHNICAL MEMORANDUM

DATE: ~~March 28, 2023~~ **Revision No. 2 April 18, 2023**

TO: City of Richland

CC: Nicole Stickney, AHBL

FROM: Spencer D. Montgomery, Transportation Planner *SDM*
Richard H. Door, P.E.

SUBJECT: RE: Lawless Drive Comprehensive Plan Amendment Traffic Study **REVISED**



This memo has been prepared to address traffic issues associated with the proposed Comprehensive Plan Amendment for property south of the intersection of Lawless Drive/Thayer Drive. Specifically, the property currently is not zoned and the City is interested in knowing if zoning of this property as commercial would exceed the capacity of the intersection, and how much traffic can be added to the intersection without requiring improvements. This memo was updated to incorporate City of Richland comments.

Existing Conditions

An approximately 6.2 acre unzoned, undeveloped and unnumbered parcel exists in the City of Richland south of the intersection of Lawless Drive/Thayer Drive. It is assumed that this unnumbered parcel is a remnant of right-of-way when changes were made with the interchange of SR 240/Aaron Drive and the Thayer Drive connection to Aaron Drive was eliminated. An adjacent parcel to the east along Lawless Drive, of approximately two acres and which is privately owned, is zoned as C-2 Retail Business. The adjacent parcel has no existing curb cut access, and the unzoned property has a single access stubbed as the south leg of the intersection of Lawless Drive/Thayer Drive. A vicinity map is attached.

Thayer Drive is a 30 MPH north-south Major Collector street with two travel lanes and a width of 40' and includes sidewalks on both sides. Lawless Drive is also a Major Collector street with a speed limit of 30 MPH. Lawless Drive connects Thayer Drive to Wellsian Way and curves to the north as it heads east. It has a width of approximately 36' with two travel lanes, striped shoulders, sidewalk on the south and east side and the Green Belt Trail on the north and west side.

The intersection of Lawless Drive/Thayer Drive is somewhat unique and has the following characteristics:

- The west leg is the off-ramp from SR 240 which is signed for a curve for 25 MPH but also has a sign indicating speed limit ahead of 30 MPH. At the intersection the ramp is signed for no right turn and warns of pedestrians crossing.
- Southbound Thayer Drive can only turn left onto Lawless Drive and has a stop sign as well as a no right turn sign.
- The east leg of Lawless Drive can only turn right and there is an island and curve to facilitate this movement, but the right turn must yield to eastbound left turns from the SR 240 off-ramp.

- The south leg provides access to the study parcel but is currently only stubbed to the site.

There is also a paved pathway that follows the east side of the parcel down to the northwest corner of the intersection of Aaron Drive/Wellsian Way.

Traffic volumes were collected by the Benton Franklin Council of Governments on both Lawless Drive and Thayer Drive, while traffic volumes on the off-ramp were obtained from the Washington Department of Transportation (WSDOT) GIS data portal. A site map is attached showing the study parcels, traffic control and traffic volumes. Pictures of the intersection study are also attached. A summary of traffic data is below, with detailed data attached.

Summary of 2021 Traffic Volumes

Location	Daily	PM Peak Hour	
		NB/EB	SB/WB
Lawless Dr west of Wellsian Way	3712	231	97
Thayer Dr north of Lawless Drive	2975	232	57
SR 240 off-ramp to Thayer Drive	3417	323	--

These traffic volumes were evaluated for capacity and delay with the Highway Capacity Software (HCS). The current Level of Service (LOS) at the intersection is “B”, with the southbound stop-controlled approach having an average vehicle delay of 13.7 seconds per vehicle during the PM peak hour. This meets the City of Richland standard for LOS which is “D” for minor street approaches at stop-controlled intersections.

Site Access

One question to be answered by this study was how much additional traffic could be served by the intersection without needing improvements. For the purposes of this study “needing improvements” is interpreted as not needing to upgrade traffic control to a traffic signal or a roundabout, but that simple feasible turn lanes would be acceptable. Also the feasibility of adding an access to the adjacent parcel was considered important. Four access scenarios were considered and are described below:

1. Existing geometry – this scenario has a single eastbound approach lane for thru and left turns which would add right turns from the same lane into the site. It also has a single southbound approach lane which would be converted from left turns only to allow through vehicles from the same lane into the site. The westbound approach would still have the channelized right turn and the bollards would need to be removed to allow the existing pavement to accommodate left turns into the site. This scenario assumes that the adjacent parcel would be served with a combined access point and a cross-access easement.

It will be important to modify pavement striping and signage to allow these new movements at the intersection, and special attention should be given to prevent a westbound through movement wrong way onto the off-ramp. It may be valuable to add a physical barrier such as a bulb-out on the northwest side of the off-ramp that would reinforce the fact that there is no westbound through movement. Also important for safety purposes is to ensure that there is adequate sight distance for all the new movements at the intersection. For the new northbound

approach to see traffic approaching from the off-ramp the sight distance should be 290'. (Using the American Association of State Highway and Transportation Officials (AASHTO) "A Policy on Geometric Design of Highways and Streets", 2018, Table 9.9. Design Intersection Sight Distance, Case B2, Right Turn from Stop, 30 MPH design speed.) Given the topography and the curve of the ramp, it is likely that grading will be needed to lower the ground level which creates an obstruction since the off-ramp is below the level of the intersection. Structures and vegetation should not be allowed in the sight triangle. Another feature that will need to be considered in development of the parcel is the location of the existing pathway. The new westbound left turn from the major street sight distance should be 245' (AASHTO Table 9-17. Case F Left Turn from the Major Road, 30 MPH design speed). A graphic depicting the sight distance to the west to accommodate the right turn only access driveway is attached.

2. Additional Lanes – this scenario would include the cross-access easement between the two parcels. It would also add an exclusive eastbound right turn lane as ingress to the site as well as construct an exclusive northbound right turn lane as egress from the site. It would also restripe the 40' width of the southbound Thayer approach to allow both a southbound left turn and through lane. These improvements are relatively minor and will increase capacity of the intersection and allow additional development on the two parcels.
 3. In addition to the additional lanes included in Scenario 2, this scenario adds a separate access to the parcel to the east for right-out turn movements only – this scenario would create a second access at least 200' to the east to meet the City of Richland access spacing requirements consistent with Transportation Research Board (TRB) Access Management Manual, 2nd Edition, Exhibit 15-16, Best Practice Driveway Spacing for 30 MPH Posted Speed. Based on sight distance it appears as though further to the east would be better due to the closeness of the crest of the vertical curve of the off-ramp and Lawless Drive which is just west of the intersection of Lawless Drive/Thayer Drive. Using available GIS data and the profile of the road, an access of less than 200' appears that it may not meet sight distance requirements for the right turn only access, but should be verified through detailed survey. For this scenario it is assumed that a cross-access easement between the two parcels would be created and only egress towards the east would be allowed.
 4. This access Scenario assumes that there would be no cross-access easement. Access to the unzoned parcel would be that described in Scenario 2 with additional lanes at the existing Thayer Drive/Lawless Drive intersection. The adjacent privately owned parcel would be full-access. From an access management perspective, this access should be at least 200' east of Thayer Drive/Lawless Drive intersection as explained above. Given the 200' access spacing for Best Practices, it is impractical to accommodate two accesses to the smaller privately owned parcel since the length of the parcel along Lawless Drive would only give spacing of approximately 330' from Thayer Drive. From a sight distance perspective, the full access driveway would need to accommodate 335' for the left turn (AASHTO Table 9-7 Case B1, Left Turn from Stop for 30 MPH design speed). In order to accommodate this sight distance the new driveway would need to be pushed even further to the east approaching nearly 300' from Thayer Drive as possible and should be verified in design of the parcel. Sight Distance to the northeast is good. A graphic depicting the sight distance to the west to accommodate the left
-

turn at the full access driveway is attached. Depending on the amount of development on the parcel, Lawless Drive may need to be widened to accommodate turn lanes.

Potential Trips

There is no current proposal for a specific development for the site. Commercial zoning of C-2, such as exists on the adjacent property can accommodate many different kinds of land uses such as banks, medical-dental offices, convenience store with fueling, health/fitness club, fast food restaurants, hotel/motels as well as housing in the form of apartments. Potentially the site could accommodate multiple commercial uses.

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) was researched and it was found that some favorable changes had been made since the previous edition. Shopping Center (Land Use 820) has been broken up into three categories:

- Shopping Center (Land Use 820) – an integrated group of commercial establishments that has at least 150,000 square feet of gross leasable area (GLA).
- Shopping Plaza (Land Use 821) - an integrated group of commercial establishments that has between 40,000 -150,000 square feet of GLA. This land use also offers further breakdown of the type of development based on whether there is a supermarket or not.
- Strip Retail Plaza (Land Use 822) - an integrated group of commercial establishments that has less than 40,000 square feet of GLA.

A typical Floor Area Ratio (FAR) for commercial development can be in the range of 20% to 30% depending on the specific type of development and other factors. This would account for parking area, provision of storm water retention, landscaping. The range of FAR firmly places this size of development within the Shopping Plaza land use with 25% FAR for 8 acres resulting in approximately 87,000 sq feet of GLA. A Shopping Plaza typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club and recreational facilities are common tenants. Attached are more details regarding Shopping Plaza land uses and trip generation rates.

To begin a capacity analysis year 2021 volumes were increased 2% per year for five years to account for background growth to year 2028 and the HCS was used to determine LOS and delay. The forecast No-Build delay is anticipated to increase by one second per vehicle for LOS “B” for stop controlled southbound approach.

Next a sensitivity analysis was performed using the trip generation rate for the Shopping Plaza. Given the close proximity of the Fred Meyer shopping it was assumed that the subject parcel would not have a supermarket. The PM peak hour trip generation rate for a Shopping Plaza without the presence of a supermarket is 5.19 trips per 1,000 sq ft of GLA, with 49% inbound and 51% outbound. Trips were added to the intersection using the existing traffic patterns for entering vehicles to the intersection and exiting vehicles, obviously with no trips exiting to the west. Trips were added to the intersection for each of the first three site access scenarios described above until the intersection did not meet the City standard of LOS of “D” for each approach. The threshold for the square footage of Shopping Plaza GLA and number of trips generated are shown in an attached table, and summarized below:

Summary of development and new trip thresholds by Scenario

Scenario	Sq Ft Gross Leasable Area	PM Peak Hour Trips		
		In	Out	Total
1 - existing lane configurations	66	168	175	343
2 - adds exclusive EB right turn lane and SB left turn lane and NB right turn lane	93	237	246	483
3 - adds second northbound right turn egress on Lawless Drive	99	252	262	514

For Scenario 4 the trips associated with Scenario 3 were redistributed with two-thirds of the trips accessing the shopping area using the Lawless Drive/Thayer Drive intersection and the other one-third of trips using the new driveway to the east. The resulting trips are also shown in the attached tables. With the second access the delay is slightly lower than Scenario 3, but nearly all the vehicles must still pass through the Lawless Drive/Thayer Drive intersection. Capacity worksheets are also attached. A right turn lane analysis using the Washington State Department of Transportation Design Manual Guidelines in Exhibit 1310-19 is also attached for the various scenarios, which will help to determine when turn lanes should be considered. Much will depend on the level of development proposed at the time of development.

For comparative purposes the number of trips that could be generated if the parcels were developed as apartments was estimated. The C-2 zone has no maximum density, but does have a height limitation of 80'. For the purposes of this evaluation it is assumed that a total of 42 apartment units per acre could be accommodated which is approximately one apartment per 1,500 sq ft of land up to 80' in height. This would amount to approximately 336 apartments. The PM peak hour trip generation rate for apartments (Mid-rise, land use 221) is 0.44 trips which would total approximately 148 total trips to the two parcels combined, which is clearly within the capacity of the existing Lawless Drive/Thayer Drive intersection.

Conclusion

Commercial zoning of the unzoned parcel of land south of the Lawless Drive/Thayer Drive intersection is appropriate and is within the available capacity of the intersection without major improvements beyond pavement markings and turn lanes. The intersection could accommodate up to 99,000 square feet of Shopping Plaza type development without needing a higher form of traffic control such as a traffic signal or roundabout.

Depending on the level of development that is eventually proposed for the site, and the access accommodations for the adjacent parcel and whether a cross-access easement and/or a separate access to Lawless Drive east of Thayer Drive is implemented, the following mitigation measures may be needed:

- Design considerations should include grading and the placement of structures to meet sight distance requirements for new movements at the intersection of Lawless Drive/Thayer Drive.

- The one-way nature of the west leg should also be given careful thought as to features that will reinforce safety at the intersection, such as curb extension or other treatment to block wrong-way entry to the freeway ramp.
- Widening for an eastbound right turn lane.
- Detailed survey grade evaluation of sight distance for a new driveway to the adjacent private parcel as the road profile causes an obstruction.
- Consider widening and right-turn taper or pocket for new second driveway to adjacent parcel on Lawless Drive east of Thayer Drive.
- Replacement of pathway on reasonable alignment between Lawless Drive/Thayer Drive and Wellsian Way/Aaron Drive intersections.

*Richland Lawless Drive
Property Analysis*

Vicinity Map



*Richland Lawless Drive
Property Analysis*

PM Peak Hour Traffic Volumes





Thayer Drive looking south



Lawless Drive looking west



Lawless Drive looking northeast approximately 200' east of Thayer Drive at location of potential new driveway



Lawless Drive looking west approximately 200' east of Thayer Drive at location of potential new driveway

Location: LAWLESS DR W-O WELLSIAN WAY

Date Range: 9/7/2021 - 9/13/2021

Site Code: 385

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	9/7/2021			9/8/2021			9/9/2021			9/10/2021			9/11/2021			9/12/2021			9/13/2021					
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	12	3	15	7	5	12	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	7	3	10
1:00 AM	3	0	3	8	3	11	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	5	1	6
2:00 AM	1	0	1	3	1	4	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
3:00 AM	9	4	13	7	3	10	10	1	11	-	-	-	-	-	-	-	-	-	-	-	-	9	3	11
4:00 AM	28	2	30	20	1	21	28	5	33	-	-	-	-	-	-	-	-	-	-	-	-	25	3	28
5:00 AM	36	6	42	42	8	50	33	6	39	-	-	-	-	-	-	-	-	-	-	-	-	37	7	44
6:00 AM	82	13	95	78	16	94	87	15	102	-	-	-	-	-	-	-	-	-	-	-	-	82	15	97
7:00 AM	145	37	182	137	41	178	150	28	178	-	-	-	-	-	-	-	-	-	-	-	-	144	35	179
8:00 AM	168	42	210	145	31	176	128	34	162	-	-	-	-	-	-	-	-	-	-	-	-	147	36	183
9:00 AM	170	47	217	134	45	179	171	40	211	-	-	-	-	-	-	-	-	-	-	-	-	158	44	202
10:00 AM	208	57	265	197	47	244	188	65	253	-	-	-	-	-	-	-	-	-	-	-	-	198	56	254
11:00 AM	189	78	267	188	90	278	179	85	264	-	-	-	-	-	-	-	-	-	-	-	-	185	84	270
12:00 PM	226	86	312	175	55	230	211	66	277	-	-	-	-	-	-	-	-	-	-	-	-	204	69	273
1:00 PM	241	61	302	170	81	251	200	66	266	-	-	-	-	-	-	-	-	-	-	-	-	204	69	273
2:00 PM	222	79	301	225	73	298	222	73	295	-	-	-	-	-	-	-	-	-	-	-	-	223	75	298
3:00 PM	209	98	307	204	79	283	211	86	297	-	-	-	-	-	-	-	-	-	-	-	-	208	88	296
4:00 PM	214	79	293	255	114	369	223	97	320	-	-	-	-	-	-	-	-	-	-	-	-	231	97	327
5:00 PM	192	87	279	258	101	359	233	99	332	-	-	-	-	-	-	-	-	-	-	-	-	228	96	323
6:00 PM	173	51	224	183	66	249	147	78	225	-	-	-	-	-	-	-	-	-	-	-	-	168	65	233
7:00 PM	98	40	138	103	51	154	108	45	153	-	-	-	-	-	-	-	-	-	-	-	-	103	45	148
8:00 PM	78	27	105	77	28	105	100	38	138	-	-	-	-	-	-	-	-	-	-	-	-	85	31	116
9:00 PM	59	13	72	44	13	57	72	16	88	-	-	-	-	-	-	-	-	-	-	-	-	58	14	72
10:00 PM	22	5	27	23	6	29	52	10	62	-	-	-	-	-	-	-	-	-	-	-	-	32	7	39
11:00 PM	11	6	17	15	8	23	38	4	42	-	-	-	-	-	-	-	-	-	-	-	-	21	6	27
Total	2,796	921	3,717	2,698	966	3,664	2,798	958	3,756	-	-	-	-	-	-	-	-	-	-	-	-	2,764	948	3,712
Percent	75%	25%	-	74%	26%	-	74%	26%	-	-	-	-	-	-	-	-	-	-	-	-	-	74%	26%	-

1. Mid-week average includes data between Tuesday and Thursday.

Location: THAYER DR N-O LAWLESS DR

Date Range: 9/7/2021 - 9/13/2021

Site Code: 383

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	9/7/2021			9/8/2021			9/9/2021			9/10/2021			9/11/2021			9/12/2021			9/13/2021					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	11	1	12	13	2	15	7	0	7	-	-	-	-	-	-	-	-	-	-	-	-	10	1	11
1:00 AM	5	3	8	4	3	7	2	2	4	-	-	-	-	-	-	-	-	-	-	-	-	4	3	6
2:00 AM	3	0	3	2	1	3	2	2	4	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
3:00 AM	4	1	5	5	2	7	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5
4:00 AM	12	6	18	7	6	13	16	8	24	-	-	-	-	-	-	-	-	-	-	-	-	12	7	18
5:00 AM	26	15	41	21	12	33	24	12	36	-	-	-	-	-	-	-	-	-	-	-	-	24	13	37
6:00 AM	116	32	148	98	31	129	114	29	143	-	-	-	-	-	-	-	-	-	-	-	-	109	31	140
7:00 AM	253	64	317	257	46	303	170	33	203	-	-	-	-	-	-	-	-	-	-	-	-	227	48	274
8:00 AM	113	53	166	106	47	153	112	37	149	-	-	-	-	-	-	-	-	-	-	-	-	110	46	156
9:00 AM	79	40	119	79	36	115	66	41	107	-	-	-	-	-	-	-	-	-	-	-	-	75	39	114
10:00 AM	117	41	158	99	45	144	97	45	142	-	-	-	-	-	-	-	-	-	-	-	-	104	44	148
11:00 AM	135	52	187	112	41	153	114	42	156	-	-	-	-	-	-	-	-	-	-	-	-	120	45	165
12:00 PM	128	48	176	113	45	158	123	58	181	-	-	-	-	-	-	-	-	-	-	-	-	121	50	172
1:00 PM	108	46	154	130	32	162	109	35	144	-	-	-	-	-	-	-	-	-	-	-	-	116	38	153
2:00 PM	188	48	236	211	51	262	213	52	265	-	-	-	-	-	-	-	-	-	-	-	-	204	50	254
3:00 PM	181	75	256	179	52	231	175	48	223	-	-	-	-	-	-	-	-	-	-	-	-	178	58	237
4:00 PM	200	55	255	228	63	291	214	49	263	-	-	-	-	-	-	-	-	-	-	-	-	214	56	270
5:00 PM	224	49	273	240	53	293	231	68	299	-	-	-	-	-	-	-	-	-	-	-	-	232	57	288
6:00 PM	137	47	184	139	56	195	156	40	196	-	-	-	-	-	-	-	-	-	-	-	-	144	48	192
7:00 PM	95	27	122	92	34	126	106	29	135	-	-	-	-	-	-	-	-	-	-	-	-	98	30	128
8:00 PM	66	27	93	62	29	91	74	41	115	-	-	-	-	-	-	-	-	-	-	-	-	67	32	100
9:00 PM	28	16	44	32	15	47	45	17	62	-	-	-	-	-	-	-	-	-	-	-	-	35	16	51
10:00 PM	24	6	30	22	6	28	30	5	35	-	-	-	-	-	-	-	-	-	-	-	-	25	6	31
11:00 PM	15	5	20	19	4	23	18	3	21	-	-	-	-	-	-	-	-	-	-	-	-	17	4	21
Total	2,268	757	3,025	2,270	712	2,982	2,220	697	2,917	-	-	-	-	-	-	-	-	-	-	-	-	2,253	722	2,975
Percent	75%	25%	-	76%	24%	-	76%	24%	-	-	-	-	-	-	-	-	-	-	-	-	-	76%	24%	-

1. Mid-week average includes data between Tuesday and Thursday.

Land Use: 821

Shopping Plaza (40-150k)

Description

A shopping plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has between 40,000 and 150,000 square feet of gross leasable area (GLA). The term “plaza” in the land use name rather than “center” is simply a means of distinction between the different shopping center size ranges. Various other names are commonly used to categorize a shopping plaza within this size range, depending on its specific size and tenants, such as neighborhood center, community center, and fashion center.

Its major tenant is often a supermarket but many sites are anchored by home improvement, discount, or other stores. A shopping plaza typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants. A shopping plaza is almost always open-air and the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between shopping plaza and shopping center (Land Use 820) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

The 40,000 square feet GFA threshold between shopping plaza and strip retail plaza (Land Use 822) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land Use 820), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Land Use Subcategory

The presence or absence of a supermarket in a shopping plaza has been determined to have a measurable effect on site trip generation. Therefore, data are presented for two subcategories for this land use: sites with a supermarket anchor and sites without a supermarket.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Connecticut, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Minnesota, Nevada, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

105, 110, 156, 159, 186, 198, 204, 211, 213, 239, 259, 260, 295, 301, 304, 305, 307, 317, 319, 358, 376, 390, 400, 404, 437, 444, 446, 507, 580, 598, 658, 728, 908, 926, 944, 946, 960, 973, 974, 1004, 1009, 1025, 1069

Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 7

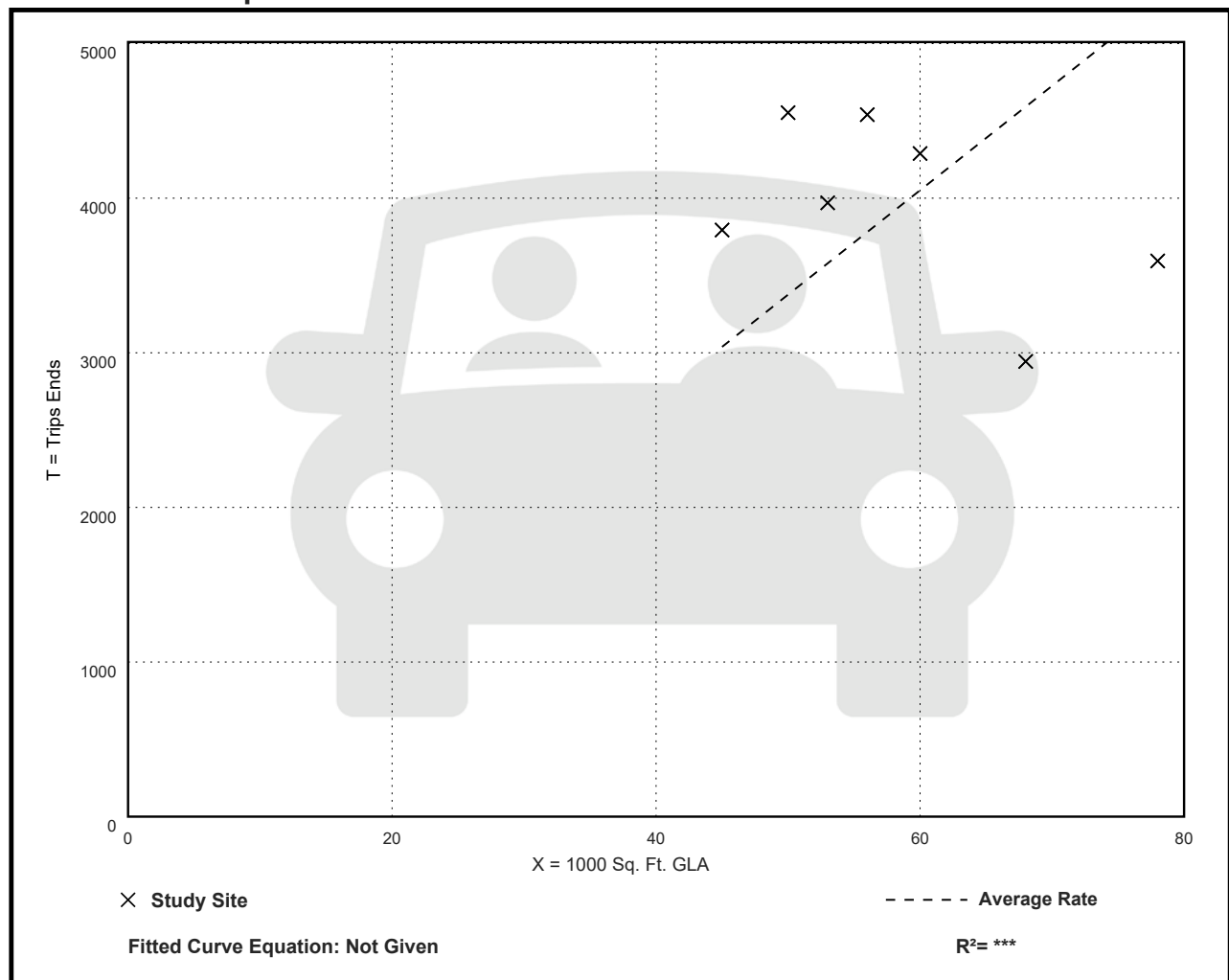
Avg. 1000 Sq. Ft. GLA: 59

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
67.52	43.29 - 91.06	19.25

Data Plot and Equation



Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 42

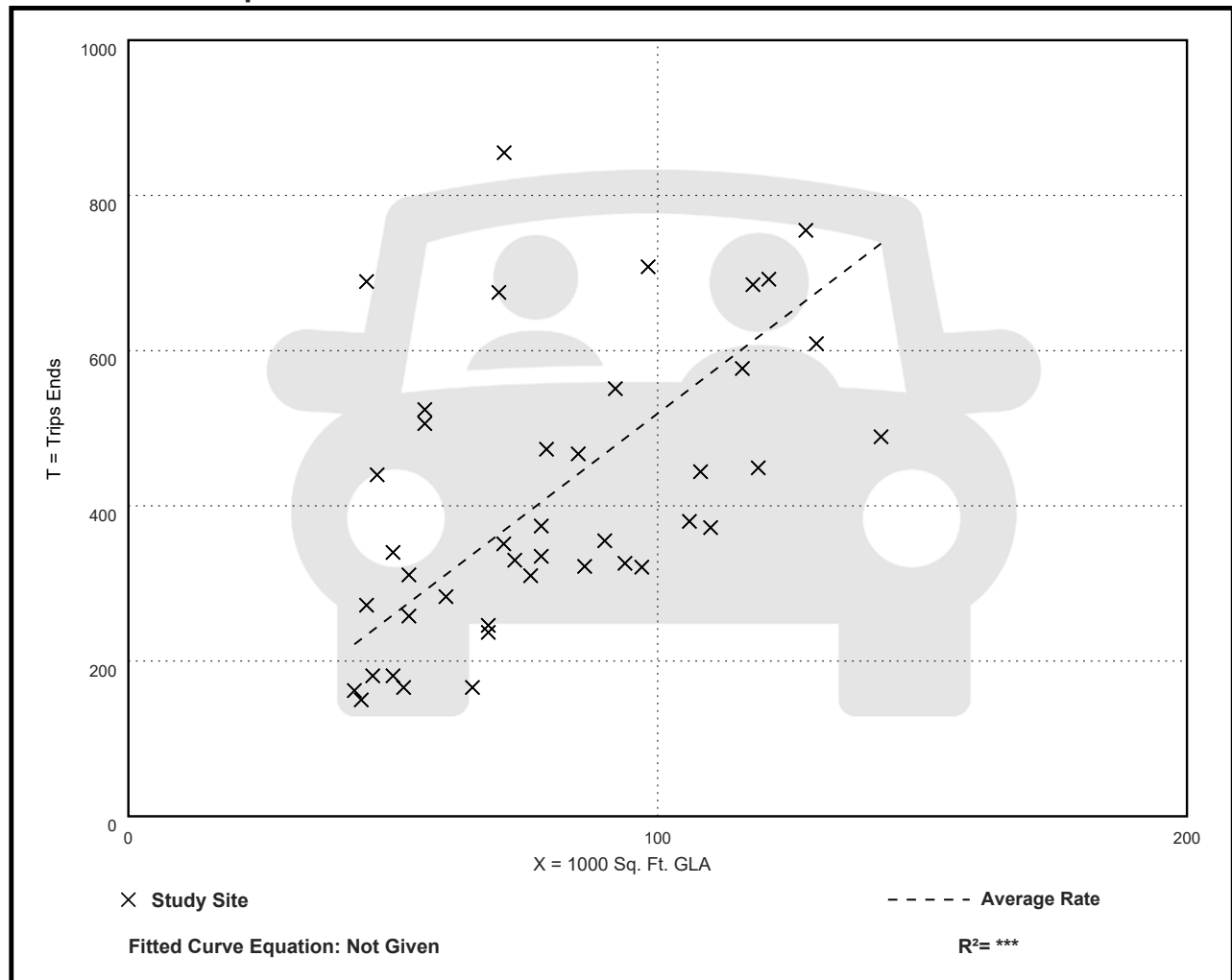
Avg. 1000 Sq. Ft. GLA: 79

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
5.19	2.55 - 15.31	2.28

Data Plot and Equation



Trip Generation Estimates
Land Use: Shopping Plaza (Code 821, ITE Trip Generation 11th Edition)

Lane Configuration Scenario	Units Gross Leasable Area	Trip Generation Rate				Expected Units	Trips				Acres	Floor Area Ratio
		Weekday Average	Peak Hour	Percent In	Percent Out		Daily Trips	PM Peak Hour Trips	PM Trips In	Trips Out		
1	1,000 Sq Ft	67.52	5.19	0.49	0.51	66	4456	343	168	175	8.2	18%
2	1,000 Sq Ft	67.52	5.19	0.49	0.51	93	6279	483	237	246	8.2	26%
3	1,000 Sq Ft	67.52	5.19	0.49	0.51	99	6684	514	252	262	8.2	28%

Percentages of Trips

	Inbound						Outbound					
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	0	0.44	0.56	0	27%	0	0	0	37%	36%	0	0

Existing, Total and Forecast Trips By Scenario

Lawless/Thayer

Scenario 1 Lane Configuration = EB shared left/thru/right lane, WB left and right lanes, NB shared thru/ right lane, SB shared thru/left lane

	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing				57			135	174				97	463
Background	0	0	0	63	0	0	149	192	0	0	0	107	511
New Trips	0	77	98	0	45	0	0	0	62	60	0	0	342
Total	0	77	98	63	45	0	149	192	62	60	0	107	853

Scenario 2 - adds EB exclusive right turn lane, SB exclusive left turn lane and NB exclusive right turn lane

	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing				57			135	174				97	463
Background	0	0	0	63	0	0	149	192	0	0	0	107	511
New Trips	0	108	138	0	64	0	0	0	88	85	0	0	483
Total	0	108	138	63	64	0	149	192	88	85	0	107	994

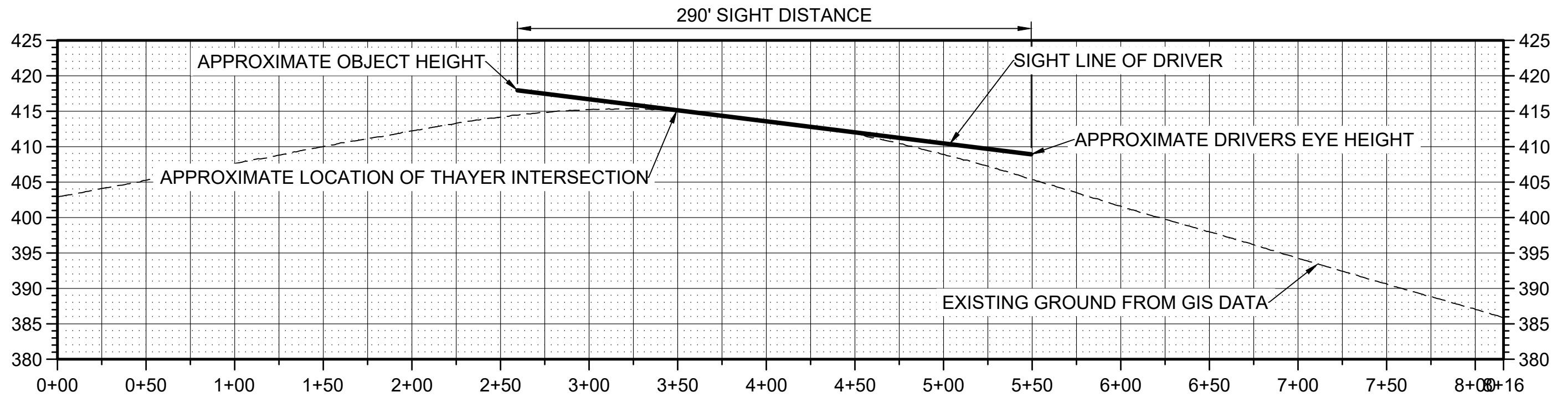
Scenario 3 - adds a second northbound right turn egress east on Lawless

	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing				57			135	174				97	463
Background	0	0	0	63	0	0	149	192	0	0	0	107	511
New Trips*	0	115	110	0	68	0	0	0	93	91	0	0	477
Total	0	115	110	63	68	0	149	192	93	91	0	107	988

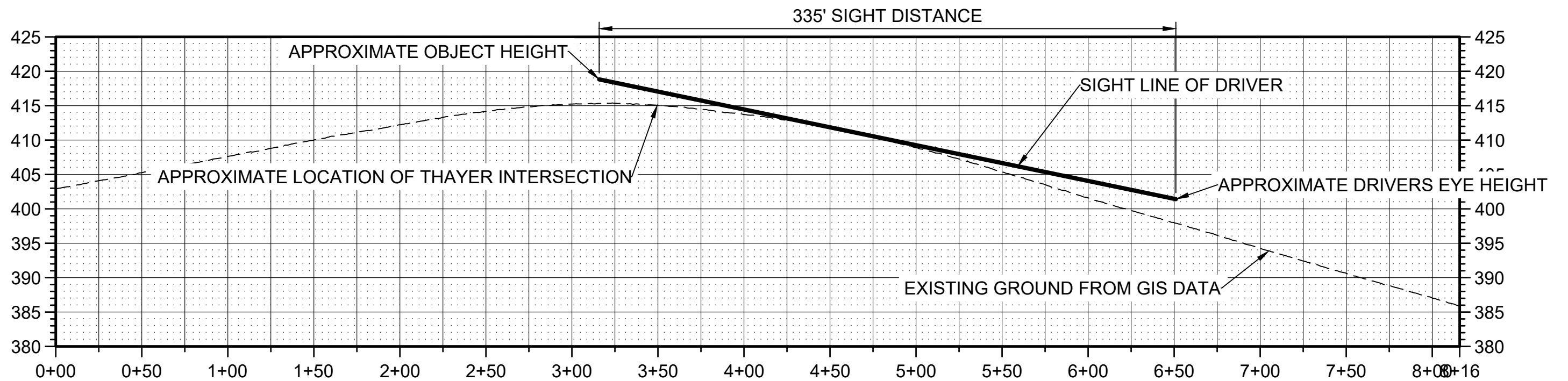
* 25% of northbound right turn is assumed to turn right at a secondary access to the east

Scenario 4 - no cross-access easement, full access to the east on Lawless, 1/3 of traffic accesses at new driveway

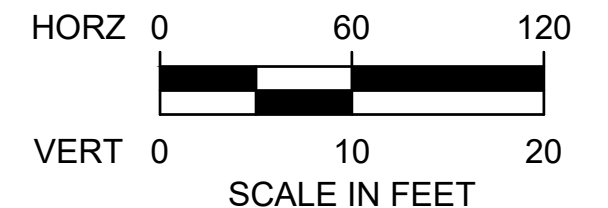
	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lawless/Thayer		77	98	86	45		149	223	62	61		145	946
new driveway	38	0	49	0	0	0	0	353	54	30	168	0	692



RIGHT TURN FROM STOP



LEFT TURN FROM STOP

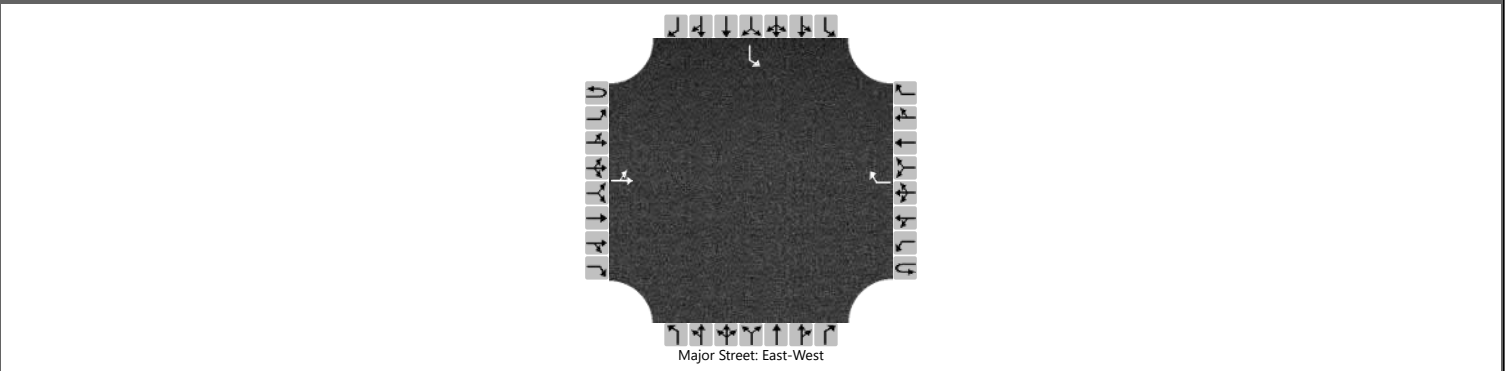


Richland Lawless Dr Analysis
AHBL
SIGHT DISTANCE EXHIBIT

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Montgomery	Intersection	Lawless Dr/Thayer Dr
Agency/Co.	J-U-B Engineers	Jurisdiction	City of Richland
Date Performed	3/3/2023	East/West Street	SR 240 off ramp/Lawless
Analysis Year	2023	North/South Street	Thayer Dr/Site access
Time Analyzed	PM peak hour	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Lawless/Thayer Comp Plan Evaluation		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	0	1		0	0	0		1	0	0
Configuration		LT						R						L		
Volume (veh/h)		135	174					97						57		
Percent Heavy Vehicles (%)		3												3		
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					Yes											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1													7.1		
Critical Headway (sec)		4.13													6.43		
Base Follow-Up Headway (sec)		2.2													3.5		
Follow-Up Headway (sec)		2.23													3.53		

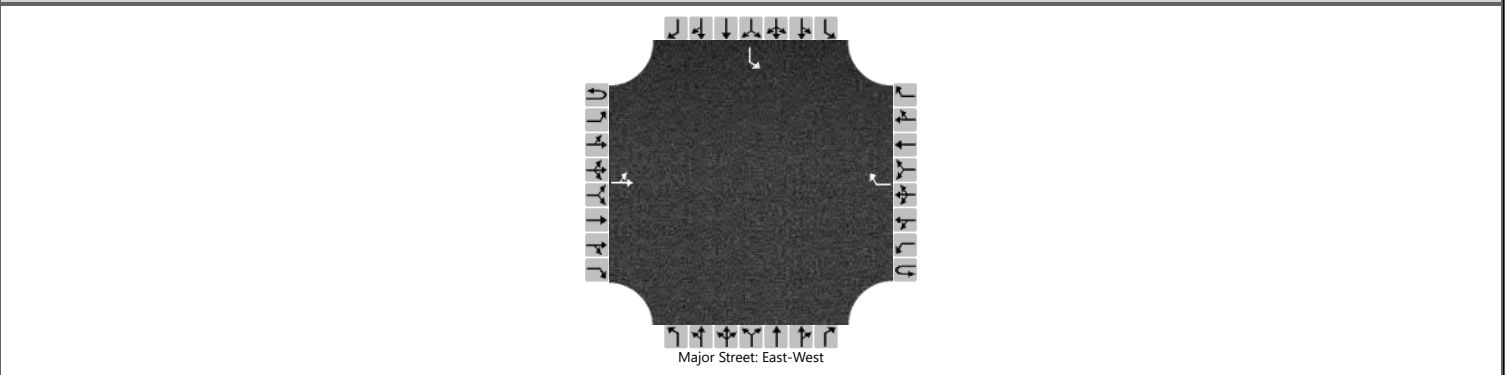
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		150													63		
Capacity, c (veh/h)		1617													478		
v/c Ratio		0.09													0.13		
95% Queue Length, Q ₉₅ (veh)		0.3													0.5		
Control Delay (s/veh)		7.5													13.7		
Level of Service (LOS)		A													B		
Approach Delay (s/veh)	3.7												13.7				
Approach LOS													B				

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Montgomery	Intersection	Lawless Dr/Thayer Dr				
Agency/Co.	J-U-B Engineers	Jurisdiction	City of Richland				
Date Performed	3/3/2023	East/West Street	SR 240 off ramp/Lawless				
Analysis Year	2028	North/South Street	Thayer Dr/Site access				
Time Analyzed	PM peak hour No-Build	Peak Hour Factor	0.90				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	Lawless/Thayer Comp Plan Evaluation						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	0	1		0	0	0		1	0	0
Configuration		LT						R						L		
Volume (veh/h)		149	192					107						63		
Percent Heavy Vehicles (%)		3												3		
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							Yes									
Median Type Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		
Critical Headway (sec)		4.13												6.43		
Base Follow-Up Headway (sec)		2.2												3.5		
Follow-Up Headway (sec)		2.23												3.53		

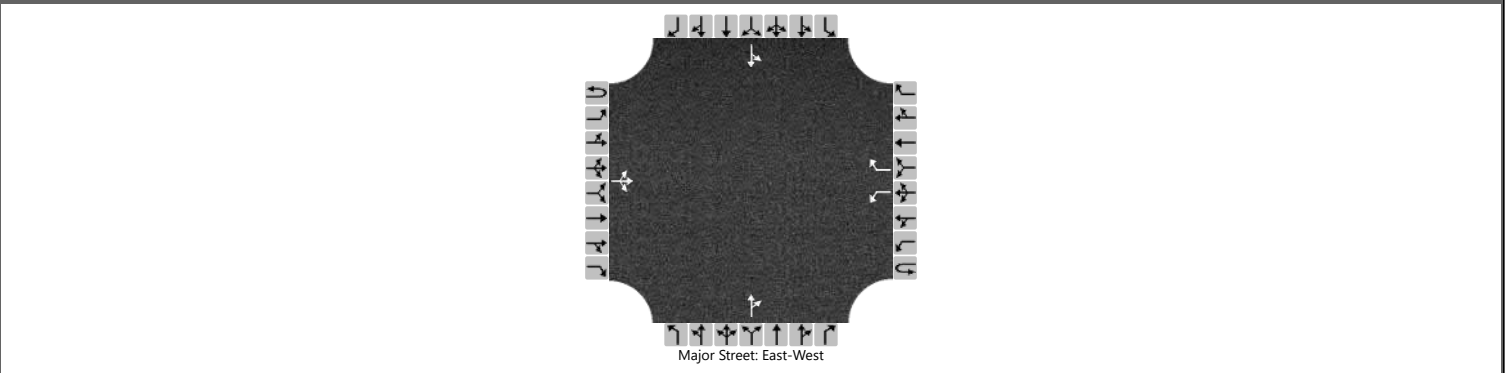
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		166												70		
Capacity, c (veh/h)		1617												440		
v/c Ratio		0.10												0.16		
95% Queue Length, Q ₉₅ (veh)		0.3												0.6		
Control Delay (s/veh)		7.5												14.7		
Level of Service (LOS)		A												B		
Approach Delay (s/veh)		3.8												14.7		
Approach LOS														B		

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Montgomery	Intersection	Lawless Dr/Thayer Dr				
Agency/Co.	J-U-B Engineers	Jurisdiction	City of Richland				
Date Performed	3/3/2023	East/West Street	SR 240 off ramp/Lawless				
Analysis Year	2028	North/South Street	Thayer Dr/Site access				
Time Analyzed	PM pk hr Scen1-343 trips	Peak Hour Factor	0.90				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	Lawless/Thayer Comp Plan Evaluation						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	1	0	1	0	1	0		0	1	0	
Configuration			LTR			L		R			TR			LT		
Volume (veh/h)		149	192	62		60		107		77	98			63	45	
Percent Heavy Vehicles (%)		3				3				3	3			3	3	
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized					Yes											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				6.5	6.2			7.1	6.5	
Critical Headway (sec)		4.13				4.13				6.53	6.23			7.13	6.53	
Base Follow-Up Headway (sec)		2.2				2.2				4.0	3.3			3.5	4.0	
Follow-Up Headway (sec)		2.23				2.23				4.03	3.33			3.53	4.03	

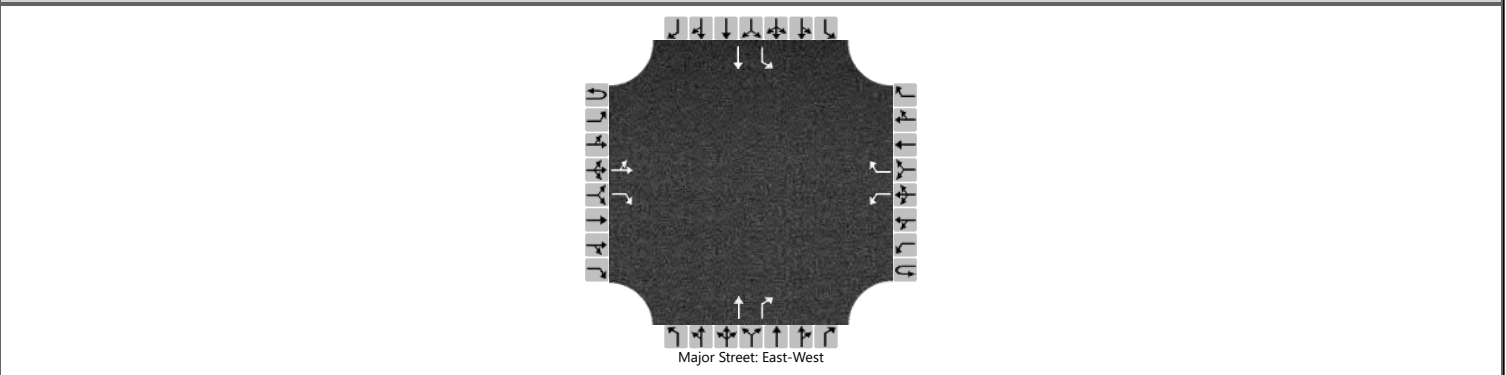
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		166				67						194		120		
Capacity, c (veh/h)		1617				1274						456		239		
v/c Ratio		0.10				0.05						0.43		0.50		
95% Queue Length, Q ₉₅ (veh)		0.3				0.2						2.1		2.6		
Control Delay (s/veh)		7.5				8.0						18.7		34.4		
Level of Service (LOS)		A				A						C		D		
Approach Delay (s/veh)	3.3				2.9				18.7				34.4			
Approach LOS									C				D			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Montgomery	Intersection	Lawless Dr/Thayer Dr
Agency/Co.	J-U-B Engineers	Jurisdiction	City of Richland
Date Performed	3/3/2023	East/West Street	SR 240 off ramp/Lawless
Analysis Year	2028	North/South Street	Thayer Dr/Site access
Time Analyzed	PM pk hr Scen2-483 trips	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Lawless/Thayer Comp Plan Evaluation		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	1	0	1	0	1	0	1	1		1	1	0	
Configuration		LT		R		L		R		T	R			L	T	
Volume (veh/h)		149	192	88		85		107		108	138			63	64	
Percent Heavy Vehicles (%)		3				3				3	3			3	3	
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				Yes				No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				6.5	6.2			7.1	6.5	
Critical Headway (sec)		4.13				4.13				6.53	6.23			7.13	6.53	
Base Follow-Up Headway (sec)		2.2				2.2				4.0	3.3			3.5	4.0	
Follow-Up Headway (sec)		2.23				2.23				4.03	3.33			3.53	4.03	

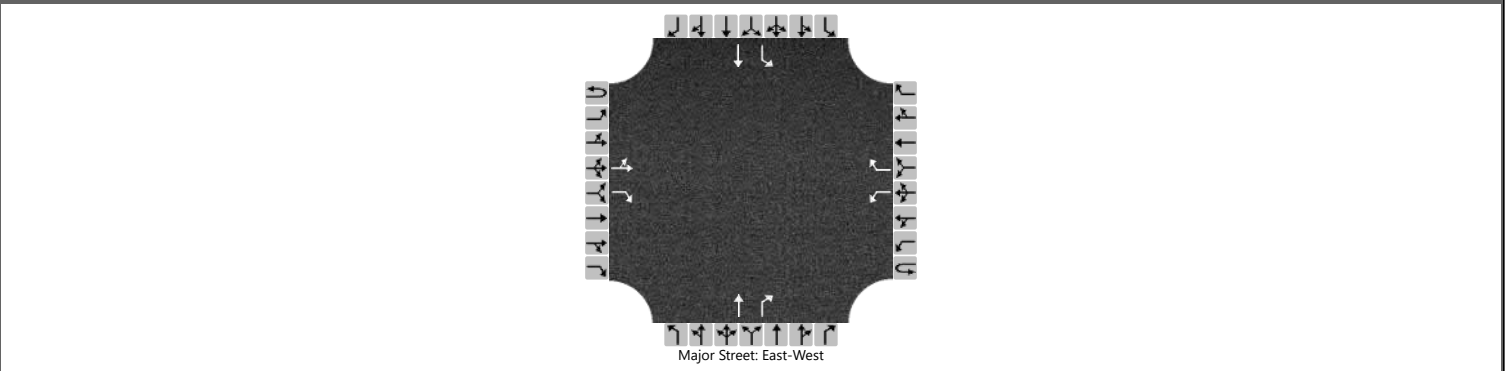
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		166				94				120	153			70	71	
Capacity, c (veh/h)		1617				1244				283	824			159	248	
v/c Ratio		0.10				0.08				0.42	0.19			0.44	0.29	
95% Queue Length, Q ₉₅ (veh)		0.3				0.2				2.0	0.7			2.0	1.1	
Control Delay (s/veh)		7.5				8.1				26.8	10.4			44.2	25.2	
Level of Service (LOS)		A				A				D	B			E	D	
Approach Delay (s/veh)	3.0				3.6				17.6				34.6			
Approach LOS									C				D			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Montgomery	Intersection	Lawless Dr/Thayer Dr				
Agency/Co.	J-U-B Engineers	Jurisdiction	City of Richland				
Date Performed	3/3/2023	East/West Street	SR 240 off ramp/Lawless				
Analysis Year	2028	North/South Street	Thayer Dr/Site access				
Time Analyzed	PM pk hr Scen3-514 trips	Peak Hour Factor	0.90				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	Lawless/Thayer Comp Plan Evaluation						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	0	1		0	1	1		1	1	0
Configuration		LT		R		L		R			T	R		L	T	
Volume (veh/h)		149	192	93		91		107			115	110		63	68	
Percent Heavy Vehicles (%)		3				3					3	3		3	3	
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				Yes				No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1					6.5	6.2		7.1	6.5	
Critical Headway (sec)		4.13				4.13					6.53	6.23		7.13	6.53	
Base Follow-Up Headway (sec)		2.2				2.2					4.0	3.3		3.5	4.0	
Follow-Up Headway (sec)		2.23				2.23					4.03	3.33		3.53	4.03	

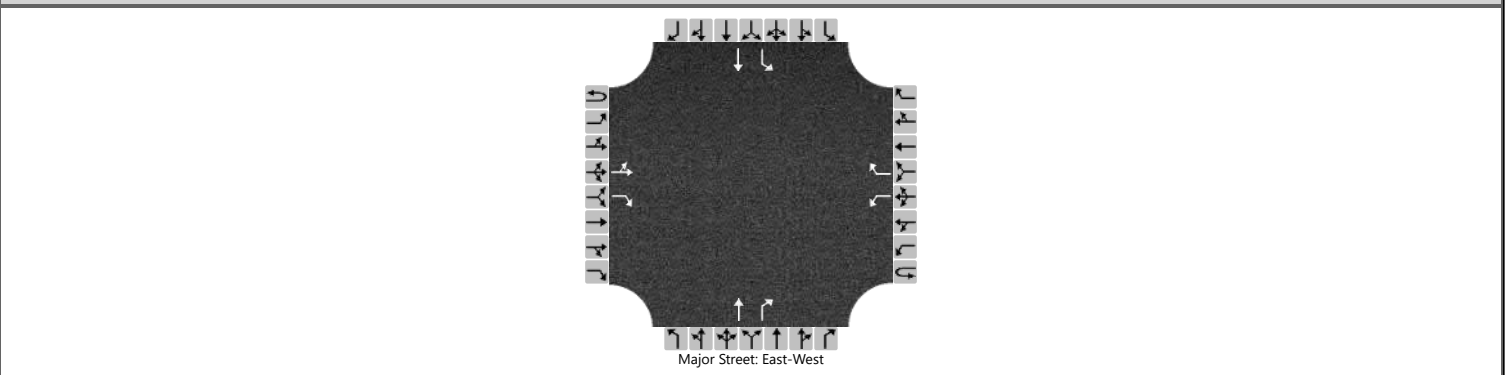
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		166				101					128	122		70	76		
Capacity, c (veh/h)		1617				1238					276	824		161	241		
v/c Ratio		0.10				0.08					0.46	0.15		0.44	0.31		
95% Queue Length, Q ₉₅ (veh)		0.3				0.3					2.3	0.5		2.0	1.3		
Control Delay (s/veh)		7.5				8.2					28.8	10.1		43.7	26.7		
Level of Service (LOS)		A				A					D	B		E	D		
Approach Delay (s/veh)		3.0				3.8				19.7				34.8			
Approach LOS										C				D			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Montgomery	Intersection	Lawless Dr/Thayer Dr				
Agency/Co.	J-U-B Engineers	Jurisdiction	City of Richland				
Date Performed	3/3/2023	East/West Street	SR 240 off ramp/Lawless				
Analysis Year	2028	North/South Street	Thayer Dr/Site access				
Time Analyzed	PM pk hr Scen4-514 trips	Peak Hour Factor	0.90				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	Lawless/Thayer Comp Plan Evaluation						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	0	1		0	1	1		1	1	0
Configuration		LT		R		L		R			T	R		L	T	
Volume (veh/h)		149	223	62		61		145			77	98		86	45	
Percent Heavy Vehicles (%)		3				3					3	3		3	3	
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				Yes				No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1					6.5	6.2		7.1	6.5	
Critical Headway (sec)		4.13				4.13					6.53	6.23		7.13	6.53	
Base Follow-Up Headway (sec)		2.2				2.2					4.0	3.3		3.5	4.0	
Follow-Up Headway (sec)		2.23				2.23					4.03	3.33		3.53	4.03	

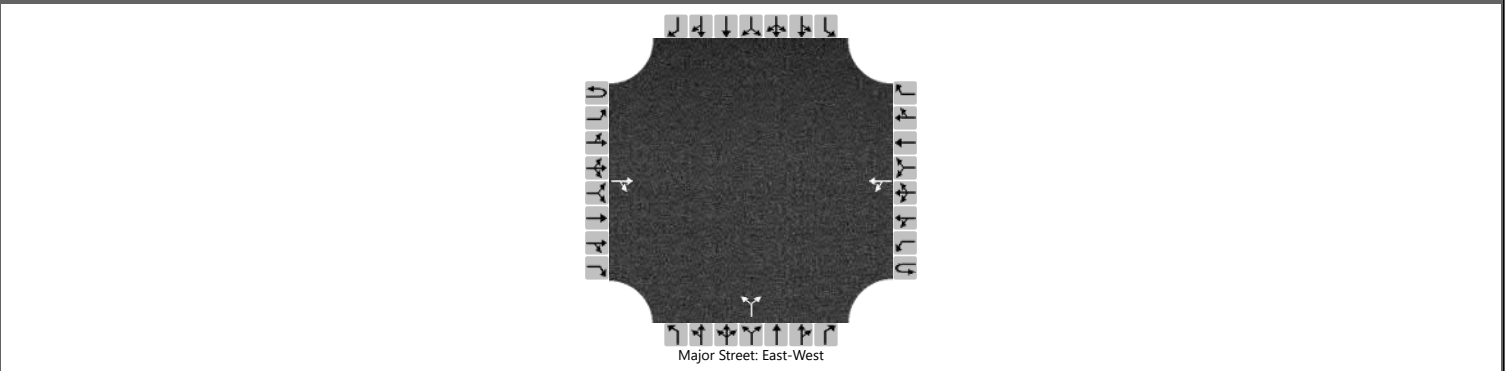
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		166				68					86	109		96	50			
Capacity, c (veh/h)		1617				1238					296	789		204	270			
v/c Ratio		0.10				0.05					0.29	0.14		0.47	0.19			
95% Queue Length, Q ₉₅ (veh)		0.3				0.2					1.2	0.5		2.3	0.7			
Control Delay (s/veh)		7.5				8.1					22.0	10.3		37.3	21.3			
Level of Service (LOS)		A				A					C	B		E	C			
Approach Delay (s/veh)		3.0				2.4					15.5				31.9			
Approach LOS											C				D			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Montgomery	Intersection	Lawless Dr/2nd Site Acces
Agency/Co.	J-U-B Engineers	Jurisdiction	City of Richland
Date Performed	3/3/2023	East/West Street	Lawless
Analysis Year	2028	North/South Street	Adjacent Parcel Driveway
Time Analyzed	PM pk hr Scen4-514 trips	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Lawless/Thayer Comp Plan Evaluation		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	
Configuration				TR		LT				LR						
Volume (veh/h)			353	54		30	168			38		49				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

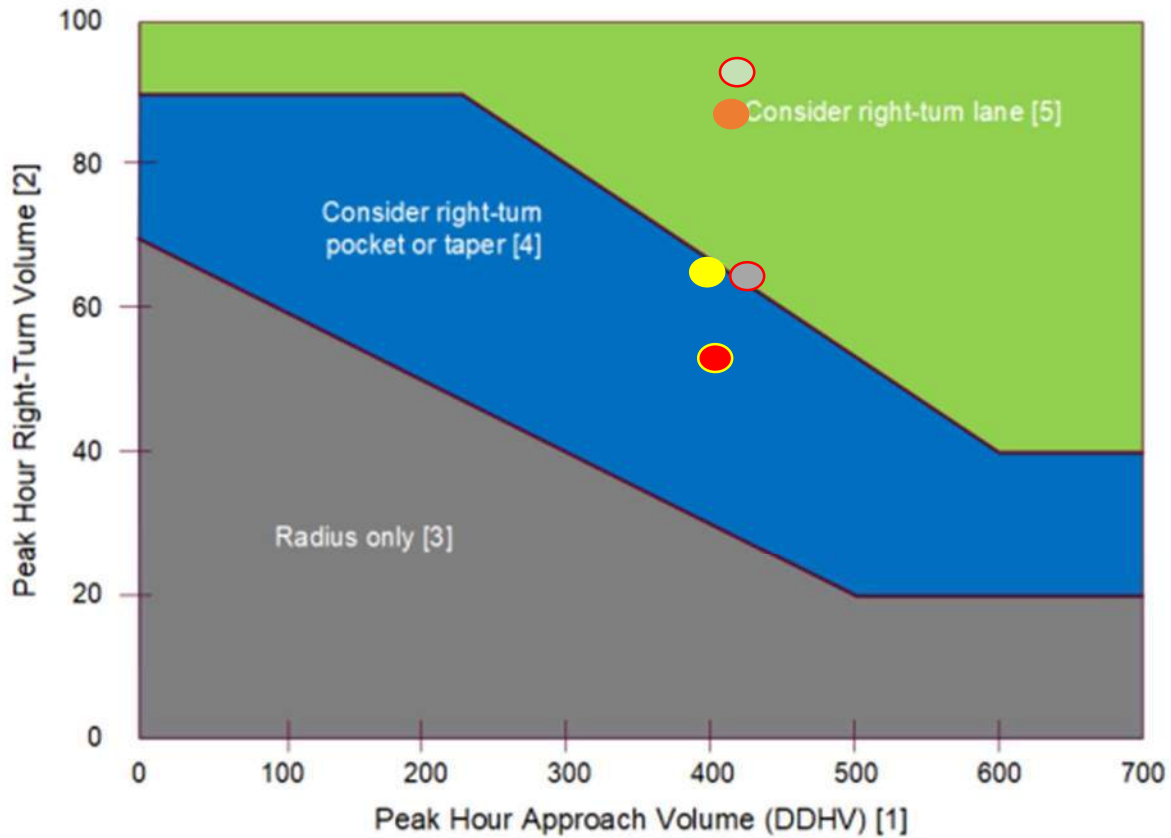
Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2			
Critical Headway (sec)						4.13				6.43		6.23			
Base Follow-Up Headway (sec)						2.2				3.5		3.3			
Follow-Up Headway (sec)						2.23				3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						33					97					
Capacity, c (veh/h)						1103					506					
v/c Ratio						0.03					0.19					
95% Queue Length, Q ₉₅ (veh)						0.1					0.7					
Control Delay (s/veh)						8.4					13.8					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					1.5				13.8							
Approach LOS									B							

Exhibit 1310-19 Right-Turn Lane Guidelines



Notes:

- [1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).
- [2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
 - The posted speed is 45 mph or below
 - The right-turn volume is greater than 40 VPH
 - The peak hour approach volume (DDHV) is less than 300 VPH
- [3] For right-turn corner design, see [Exhibit 1310-6](#).
- [4] For right-turn pocket or taper design, see [Exhibit 1310-20](#).
- [5] For right-turn lane design, see [Exhibit 1310-21](#).

●	Scenario 1 EB total approach = 403, right turn = 62
●	Scenario 2-EB total approach = 429, right turn = 88
●	Scenario 3-EB total approach = 434, right turn = 93
●	Scenario 4 (Thayer) EB total approach = 434, right turn = 62
●	Scenario 4 (new driveway) EB total approach = 407, right turn = 54

A.L.T.A./N.S.P.S. LAND TITLE SURVEY LOCATED IN A PORTION OF THE NE 1/4 OF SECTION 11 TOWNSHIP 9 NORTH, RANGE 26 EAST, W.M., BENTON COUNTY, WASHINGTON

TITLE REPORT EXCEPTIONS: (REFERENCE COMMITMENT FOR TITLE INSURANCE, COMMITMENT NO. CBF18370 BY CASCADE TITLE COMPANY OF BENTON - FRANKLIN COUNTIES) EXCEPTIONS 1, 2, 15, 16, 17, AND 18 WERE INTENTIONALLY DELETED.

- 1. TERMS AND CONDITIONS IN QUIT CLAIM DEED AF#87-17023. CONTAINS NO PLOTTABLE ITEMS.
2. TERMS AND CONDITIONS IN QUIT CLAIM DEED AF#91-18042. CONTAINS NO PLOTTABLE ITEMS.
3. MATTERS DISCLOSED IN SURVEY 9552. CONTAINS NO PLOTTABLE ITEMS.

ITEMS NOT DISCLOSED IN TITLE REPORT: AA. SEWER EASEMENT DEDICATED BY PLAT OF RICHLAND, DEPICTED HEREON.

POSSIBLE ENCROACHMENTS:

- E.1 E.1 WALK/BIKE PATH ENTERS SUBJECT PROPERTY WITHOUT BENEFIT OF EASEMENT, DEPICTED HEREON.
E.2 E.2 SEWER LINE CROSSES SUBJECT PROPERTY WITHOUT BENEFIT OF EASEMENT IN SOME AREAS, DEPICTED HEREON.
E.3 E.3 OVERHEAD & UNDERGROUND POWER LINE WITH ASSOCIATED POLES, GUY ANCHORS, VAULTS, AND JUNCTION BOXES CROSSES SUBJECT PROPERTY WITHOUT BENEFIT OF EASEMENT.
E.4 E.4 UNDERGROUND WATER/IRRIGATION STRUCTURES WITHIN PROPERTY WITHOUT BENEFIT OF EASEMENT, PLOTTED HEREON.
E.5 E.5 UNDERGROUND COMMUNICATIONS LINE CROSSES PROPERTY WITHOUT BENEFIT OF EASEMENT, PLOTTED HEREON.
E.6 E.6 STORM DRAINAGE CULVERT ENTERS PROPERTY WITHOUT BENEFIT OF EASEMENT, PLOTTED HEREON.
E.7 E.7 STREET SIGN WITHIN PROPERTY WITHOUT BENEFIT OF EASEMENT, PLOTTED HEREON.
E.8 E.8 FENCE (PRESUMED TO BE WSDOT RIGHT OF WAY FENCE) CROSSES PROPERTY LINE WITHOUT BENEFIT OF EASEMENT, PLOTTED HEREON.

BUILDINGS

NO BUILDINGS WERE OBSERVED ON THE SUBJECT PROPERTY AT THE TIME OF THE SURVEY

ADDRESS

NONE ASSIGNED. SOURCE: TITLE REPORT & BENTON COUNTY ASSESSOR'S WEBSITE

FLOOD ZONE

FLOOD ZONE C (AREAS OF MINIMAL FLOODING). SOURCE: FEMA FLOOD INSURANCE RATE MAP COMMUNITY NO. 535533 PANEL 0015 E.

GROSS LAND AREA

5.85 AC

VERTICAL RELIEF INFO

CONTOUR INTERVAL: 1'
VERTICAL DATUM: NAVD88 BASED ON CITY OF RICHLAND CONTROL MONUMENTS

ZONING SETBACK INFO

SITE ZONING: C-2 (RETAIL BUSINESS DISTRICT)
MINIMUM SETBACKS: NONE
SOURCE: EMAIL FROM CITY ECONOMIC DEVELOPMENT PLANNER DATED 5/20/2024.

UNDERGROUND UTILITY INFO

UTILITIES SHOWN HEREON ARE BASED ON A PUBLIC UTILITY LOCATE REQUESTED AS A PART OF THIS PROJECT, TICKET NO. 24217374

RECENT EARTHWORK

NO EVIDENCE OF RECENT EARTHMOVING WORK ON THE SUBJECT PROPERTY WAS NOTED AT THE TIME OF SURVEY

RIGHT OF WAY CHANGES

NO PROPOSED RIGHT OF WAY CHANGES HAVE BEEN DIVULGED TO THE SURVEYOR AT THE TIME OF SURVEY.

SURVEYOR'S NOTES:

- 1. BASIS OF BEARING IS GRID, ON CITY OF RICHLAND DATUM ON GPS OBSERVATIONS. DISTANCES ARE GRID SCALED FROM GRID USING A COMBINED FACTOR OF 0.99991412 (1.000085887) FROM LATITUDE: 46°15'41.7"N LONGITUDE: 119°17'17.0"W
2. EQUIPMENT AND PROCEDURES: THIS SURVEY WAS PERFORMED WITH DUAL FREQUENCY GNSS RECEIVERS CONFIGURED FOR REAL TIME KINEMATIC SURVEYING AND A 5" (2MM+2PPM) TOTAL STATION USING CLOSED TRAVERSE AND RADIAL SURVEY METHODS.

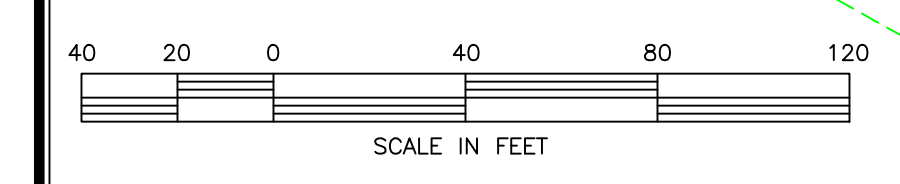
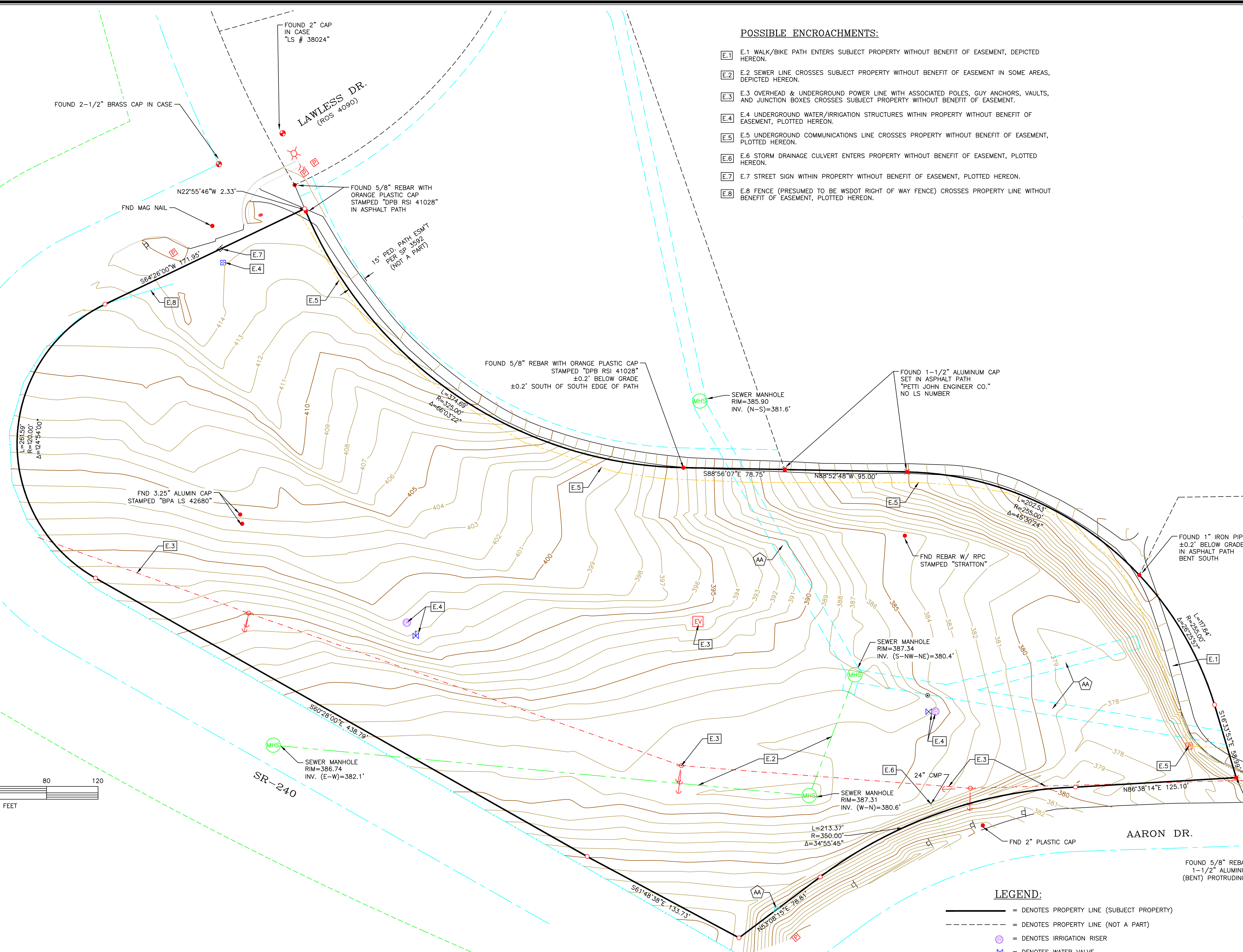
LEGAL DESCRIPTION

THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 9 NORTH, RANGE 28 EAST, WILLAMETTE MERIDIAN, CITY OF RICHLAND, BENTON COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:

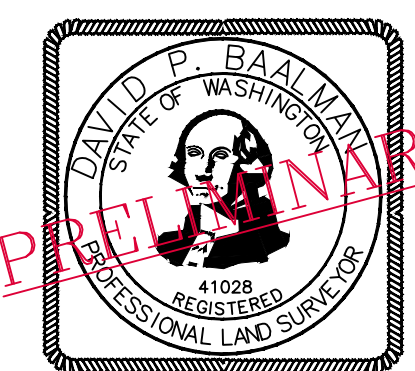
BEGINNING AT THE SOUTHEAST CORNER OF LOT 4, SHORT PLAT 3592, ACCORDING TO THE SHORT PLAT THEREOF RECORDED UNDER AUDITOR'S FILE NUMBER 2018-038918, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE NORTH 88°56'07" WEST 78.75 FEET ALONG THE SOUTHERLY BOUNDARY OF SAID LOT 4 TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 325.00 FEET (THE LONG CHORD OF SAID CURVE BEARS NORTH 55°49'44" WEST 354.28 FEET); THENCE NORTHWESTERLY 374.69 FEET ALONG THE ARC OF SAID CURVE AND ALONG THE SOUTHWESTERLY BOUNDARY OF SAID LOT 4 THROUGH A CENTRAL ANGLE OF 66°03'22"; THENCE NORTH 22°55'46" WEST 2.33 FEET ALONG THE SOUTHWESTERLY BOUNDARY OF SAID LOT 4; THENCE SOUTH 64°26'00" WEST 171.95 FEET PARALLEL WITH AND 60.00 FEET SOUTHEASTERLY OF RB LINE AS SHOWN ON WASHINGTON DEPARTMENT OF TRANSPORTATION RIGHT OF WAY PLANS SR 182 GOOSE GAP ROAD TO ROAD 68 INTERCHANGE VICINITY, SHEET 10 OF 24, REVISED FEBRUARY 14, 1983 TO THE BEGINNING OF A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 120.00 FEET; THENCE SOUTHERLY 261.59 FEET ALONG THE ARC OF SAID CURVE CONCENTRIC WITH AND 60.00 FEET EASTERLY OF SAID RB LINE THROUGH A CENTRAL ANGLE OF 124°54'00"; THENCE SOUTH 60°28'00" EAST 438.79 FEET PARALLEL WITH AND 60.00 FEET NORTHEASTERLY OF SAID RB LINE; THENCE SOUTH 61°48'38" EAST 133.73 FEET TO A POINT LYING 50.00 FEET NORTHWESTERLY OF RA LINE AS SHOWN ON SAID RIGHT OF WAY PLANS; THENCE NORTH 53°08'15" EAST 78.81 FEET PARALLEL WITH AND 50.00 FEET NORTHWESTERLY OF SAID RB LINE TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 350.00 FEET; THENCE NORTHEASTERLY 213.37 FEET CONCENTRIC WITH AND 50.00 FEET NORTHWESTERLY OF SAID RA LINE THROUGH A CENTRAL ANGLE OF 34°55'45"; THENCE NORTH 86°38'14" EAST 125.10 FEET TO THE SOUTHWEST CORNER OF THAT PARCEL SURVEYED ON RECORD SURVEY RECORDED IN VOLUME 1 OF SURVEYS, PAGE 799, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE NORTH 16°33'53" WEST 58.99 FEET ALONG THE SOUTHWESTERLY BOUNDARY OF SAID PARCEL TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 255.00 FEET (THE LONG CHORD OF SAID CURVE BEARS NORTH 52°40'52" WEST 299.55 FEET); THENCE NORTHWESTERLY 320.17 FEET ALONG THE ARC OF SAID CURVE AND ALONG THE SOUTHWESTERLY BOUNDARY OF SAID PARCEL AND ALONG THE SOUTHWESTERLY BOUNDARY OF LOT B, SHORT PLAT 2338, ACCORDING TO THE SHORT PLAT THEREOF RECORDED IN VOLUME 1 OF SHORT PLATS, PAGE 2338, RECORDS OF BENTON COUNTY, WASHINGTON; THENCE NORTH 88°52'48" WEST 95.00 FEET ALONG THE SOUTHERLY BOUNDARY OF SAID LOT B TO THE POINT OF BEGINNING.

(ALSO KNOWN AS: SURVEY NO. 9552, RECORDED FEBRUARY 1, 2024, UNDER RECORDING NO. 2024-001852)

- LEGEND:
- DENOTES PROPERTY LINE (SUBJECT PROPERTY)
- DENOTES PROPERTY LINE (NOT A PART)
- DENOTES IRRIGATION RISER
- DENOTES WATER VALVE
- DENOTES POWER POLE
- DENOTES FOUND MONUMENT AS NOTED
- DENOTES SEWER MANHOLE
- DENOTES UNDERGROUND SEWER LINE PER CITY GIS
- DENOTES UNDERGROUND COMM. LINE PER LOCATE MARKS
- COMM JUNCTION BOX
- ELECTRICAL VAULT
- POWER POLE
- GUY ANCHOR
- OVERHEAD POWER LINE
- STREET SIGN
- FENCE
- EDGE OF EASEMENT



PRELIMINARY



SURVEYOR'S CERTIFICATION: TO THE CITY OF RICHLAND AND CASCADE TITLE COMPANY OF BENTON - FRANKLIN COUNTIES; THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES TABLE A ITEMS 1, 2, 3, 4, 5, 6(B), 8, 11(A), 11(B), 16, AND 17 THEREIN. THE FIELD WORK WAS COMPLETED ON JUNE 5, 2024.

DATE OF PLAT OR MAP: AUGUST 13, 2024
DAVID P. BAALMAN, REG. #41028PLS
8/13/2024
DATE

RSI ROGERS SURVEYING INC., P.S. 1455 COLUMBIA PARK TRAIL RICHLAND, WA. 99352 PHONE (509) 783-4141 FAX: (509) 783-8994 www.rogerssurveying.com

Table with client information: CITY OF RICHLAND, PROJECT: ALTA/NSPS SURVEY THAYER & LAWLESS, SCALE: 1"=40', DATE: 8/13/2024, SHEET 1 OF 1.