

**CITY OF RICHLAND DEVELOPMENT SERVICES DIVISION
STAFF REPORT TO THE PLANNING COMMISSION**

TO: PLANNING COMMISSION

PREPARED BY: MIKE STEVENS

FILE NO.: PLN-T4-2025-00003

MEETING DATE: SEPTEMBER 24, 2025

GENERAL INFORMATION:

APPLICANT: CITY OF RICHLAND
REQUEST: TEXT AMENDMENT TO RICHLAND MUNICIPAL CODE (RMC)
CHAPTER 23.54, OFF-STREET PARKING AND LANDSCAPING, TO
REMOVE ALL MINIMUM REQUIREMENTS FOR THE NUMBER OF
OFF-STREET PARKING SPACES REQUIRED WITHIN THE CITY.
LOCATION: CITYWIDE

REASON FOR REQUEST

The City of Richland proposes to amend RMC 23.54 Off-Street Parking and Landscaping. The proposal aims to bring the RMC in compliance with Washington State Senate Bill (SB) 5184 (Exhibit 3, SEPA Checklist Attachment), The Parking Reform and Modernization Act; to encourage the development/redevelopment of lots; and reduce developer costs associated with development by removing the cost associated with providing parking.

TEXT CHANGE

For the purposes of review, Staff have included the following amended text of RMC 23.54, with demonstrated change inserted in **bold** and removed with ~~strikethrough~~. See *Exhibit 2* for the Draft Ordinance.

Chapter 23.54
OFF-STREET PARKING AND LANDSCAPING

Sections:

23.54.010 **No minimum** ~~Off-street parking required.~~
~~23.54.020 Standards and requirements.~~
~~23.54.030 Unspecified uses.~~
23.54.040 Motorcycles.
23.54.050 Bicycles.
23.54.055 Compact car spaces.
~~23.54.060 Mixed occupancies.~~
~~23.54.070 Joint use of parking facilities — Continuance assured.~~
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23.54.090 Location of parking spaces.
23.54.100 Spaces lost for access.
23.54.110 Improvement of parking spaces.
23.54.120 Layout plan.

- 23.54.130 Loading and unloading.
- 23.54.140 Landscaping of parking facilities.
- 23.54.150 Adjustments of landscaping standards.
- 23.54.160 Perimeter landscaping of industrial facilities.

23.54.010 No minimum ~~Off-street parking required.~~

Except as provided herein, there is no required minimum number of off-street parking spaces required. ~~In all use districts space for the off-street parking of vehicles shall be provided and improved for use in accordance with the following:~~

~~A. For all new construction and development, off-street parking shall be provided in accordance with the requirements set forth in this chapter.~~

~~B. When any existing building or use is enlarged, expanded or altered to effect an arrangement of space or use which increases the required number of spaces by more than 10 percent over the number required by the building or use prior to the change or alteration, off-street parking shall be provided in accordance with the requirements set forth in this chapter; provided, that if the number of additional required parking spaces from any such enlargement, expansion or alteration is four or less, no additional off-street parking need be provided or improved.~~

~~23.54.020 Standards and requirements.~~

~~The minimum required parking spaces for the respective uses shall be as follows:~~

A.	Residential Uses	Number of Parking Stalls Required
1.	Single-family attached and detached dwellings, manufactured homes, condominiums and duplexes	2 spaces per dwelling unit.
2.	Multiple-family complexes Apartments, studio	1.5 spaces per dwelling unit. 1 space per dwelling unit.
3.	Housing for the elderly	1 space per 2 dwelling units.
4.	Rooming houses, boardinghouses and dormitories	1 space per person capacity.
5.	Hotels and motels	1 space/room, plus required space for any restaurant (1 space per 100 square feet of GFA*), plus 50% of required spaces for other associated uses.
B.	Institutional Uses	Number of Parking Stalls Required
1.	Elementary and middle schools	2 spaces for each classroom.
2.	High schools	8 spaces for each classroom.

3.	Colleges, universities and instructional facilities—adult	1 space per every 3 seats in classrooms.
4.	Day care centers	2 spaces per staff person with a minimum of 4 spaces.
5.	Churches, mortuaries and funeral homes	1 space per 4 seats in the chapel or nave.
6.	Rest homes, nursing homes and convalescent centers	1 space per staff doctor plus 1 space for every 3 other staff plus 1 space per every 5 beds.
7.	Hospitals	1 space per staff doctor, plus 1 space for every 3 other staff members, plus 1 space for every 3 beds.
8.	Medical and dental clinics	1 space per 250 square feet of GFA.
C.	Office Uses	Number of Parking Stalls Required
1.	Banks, businesses or professional offices	1 space per 350 square feet of GFA less 3 spaces for each drive-through window up to a maximum reduction of 33% of the required spaces.
2.	Drive-through windows—banks	6 spaces per drive-through window (8' wide x 18' long) plus 1 service space and 1 exit space per window.
3.	Drive-through windows—nonbank and nonfood	1 service space per window plus 1 stacking space per window (8' wide x 18' long) plus 1 parking space per maximum number of on-duty employees.
D.	Commercial and Industrial Uses	Number of Parking Stalls Required
1.	Food stores, markets, drugstores, liquor stores, and designed shopping centers less than 3,000 square feet GFA (exclusive of basement areas)	1 space per 400 square feet of GFA.
2.	Food stores, markets, drugstores, liquor stores, and designed shopping centers more than 3,000 square feet GFA (exclusive of basement areas)	1 space per 300 square feet of GFA.
3.	Small appliance, personal service, hardware, household equipment, clothing and other retail stores	1 space per 400 square feet of GFA.
4.	Large appliance and furniture stores	1 space per 800 square feet of GFA.

5.	Wholesale stores, warehouses, storage buildings, motor vehicle or machinery sales	1 space per employee, with a minimum of 4 spaces.
6.	Service stations	1 space per employee, plus 1 space per service bay (bay not counted as a space), with a minimum of 4 spaces.
7.	Automobile laundries and car washes	2 spaces at the ingress and 2 spaces at the egress of each lane or washing bay.
8.	Self-service laundromat	1 space per 2 washing machines.
9.	Manufacturing	1 space per each 2 employees on the largest shift.
E.	Restaurant and Tavern Uses	Number of Parking Stalls Required
1.	Seated customers	1 space per 100 square feet of GFA.
2.	Take out service	1 space per 100 square feet of GFA.
3.	Drive-in only	1 space per 50 square feet of GFA.
4.	Drive-in as fixed type of facility	1 space per 100 square feet of GFA.
5.	Drive-through	5 spaces per window with a minimum of 8 spaces.
F.	Places of Assembly and Recreational Facilities	Number of Parking Stalls Required
1.	Places of assembly, dance halls, skating rinks and exhibition halls without fixed seats	1 space per 150 square feet of GFA.
2.	Places of assembly, stadiums, sports arenas, auditoriums with fixed seats	1 space per 3 seats.
3.	Bowling alleys	5 spaces per each lane.
4.	Tennis, squash, handball, etc.	2 spaces per court.
5.	Swimming pools	1 space per 50 square feet of surface water area.
6.	Basketball and volleyball	6 spaces per court.
7.	Golf	7 spaces per green.
8.	Indoor not previously mentioned	1 space per 250 square feet of GFA.
9.	Outdoor not previously mentioned	1 space per 2,500 square feet of land area.

* — GFA = Gross Floor Area.

~~23.54.030 Unspecified uses.~~

~~In those instances where this title does not specify a parking requirement for a specific use, the administrative official shall establish the minimum requirement on a case-by-case basis. The applicant may be required to provide sufficient information to demonstrate that the parking demand for a specific use will be satisfied, based upon existing uses similar to the proposed use and other relevant factors including but not limited to required parking for the proposed use as determined by other comparable jurisdictions and based on available planning and technical studies. The administrative official may require the applicant to have a parking study for the proposed use prepared by a professional consultant with expertise in preparing traffic and parking demand analyses.~~

23.54.040 Motorcycles.

When ~~P~~parking spaces for motorcycles **are provided**: shall be provided as follows:

~~A. All multiple-family developments and nonresidential uses listed in RMC 23.54.020 shall provide one motorcycle space for every 25 required automobile spaces, with a minimum of one space.~~

BA. Each motorcycle space shall be easily accessible and have adequate space for a standard size motorcycle.

CB. Spaces shall be surfaced in accordance with RMC 23.54.110.

~~D. The normal automobile parking requirement may be reduced by one space for every three motorcycle spaces provided, up to a maximum reduction of five percent of the required spaces.~~

EC. Motorcycle parking areas shall be clearly identified with appropriate striping.

23.54.050 Bicycles.

Parking spaces for bicycles shall be provided as follows:

A. All commercial (office, retail, wholesale, warehousing), industrial, institutional, and recreational uses, except businesses whose main purpose is servicing automobiles, shall provide a minimum of five bicycle spaces, with an additional bicycle space for each 30 ~~required~~ parking stalls **provided**. Schools shall provide five spaces per elementary and junior high classroom, and two spaces per high school classroom.

B. Required bicycle parking spaces shall be located within 100 feet of the main entrance of a building, be well lit, and visible to pedestrians and bicyclists.

BC. Devices shall be provided to which bicycles can be securely locked.

CD. Spaces shall be easily accessible, large enough to park a full sized 10-speed bicycle when other bicycles are present, have a durable and dust-free surface, graded and drained, and be maintained in a trash-free manner.

~~DE~~. Spaces shall be adequately illuminated during normal hours of operation.

23.54.055 Compact car spaces.

Any parking lot of four or more spaces may have 25 percent of the **provided** required spaces marked for compact cars. Compact car spaces for commercial developments must be no less than nine feet wide and 15 feet long. Multifamily development compact car spaces must be no less than be seven and one-half feet wide and 15 feet long. In addition to the dimension standards of this section, all compact car spaces must have adequate back-up space to efficiently and safely negotiate the parking area.

23.54.060Mixed occupancies.

~~In the case of mixed uses, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one use shall not be considered as providing required facilities for any other use except as hereinafter specified for a joint use.~~

23.54.070Joint use of parking facilities — Continuance assured.

~~Two or more properties may jointly use a common parking facility, provided said facility is jointly owned or otherwise secured by easement or other sufficient legal document that assures continuance of the joint use of said facility.~~

23.54.080Joint use of parking facilities — Spaces required.

~~For joint use of parking facilities, the total number of required spaces may be reduced by 10 percent. The number may be reduced by a total of 25 percent with the approval of the board of adjustment. Under the following circumstances, further reduction may be made:~~

~~A. No more than 50 percent of the parking spaces required for a theater, church, bowling alley, dance hall, bar, restaurant, or other enterprise which is primarily a nighttime or Sunday use may be supplied by the off-street parking spaces allocable to certain other types of uses specified under RMC 23.54.020.~~

~~B. No more than 50 percent of the parking spaces required for a bank, business office, retail store, personal service shop, household equipment or furniture shop, or other enterprise which is primarily a daytime and non-Sunday use may be supplied by the off-street parking spaces allocable to certain nighttime or Sunday uses.~~

~~Application to the board of adjustment for more than 10 percent reduction shall be by letter, stating the reasons for the request.~~

23.54.090 Location of parking spaces.

Provided Required off-street parking spaces shall be located as follows:

A. For any type of dwelling: on the same lot with the building to be served.

B. For any other use except one served by an approved joint-use parking facility: on the same lot with, or not more than **500**300 feet from, the building or use to be served.

C. For a use served by an approved joint-use parking facility: on the same lot with, or not more than 800 feet from, the building or use to be served.

D. For a planned shopping center: in the location or locations contemplated by the general over-all layout scheme for said center at ultimate development (e.g., peripheral parking).

23.54.100 Spaces lost for access.

In situations where parking spaces attributed to one use become the official means of access to another use, the latter use shall, as a condition of site or building plan approval, provide a number of spaces equal to the number rendered unusable. Such spaces shall be in addition to the number required for the new use, and the allocation shall be documented in a manner satisfactory to the administrative official.

23.54.110 Improvement of parking spaces.

Any parking facility for four or more vehicles shall be improved in accordance with the following requirements:

A. Off-street parking facilities; **including but not limited to a parking, loading, circulation area, aisle, or driveway** shall be surfaced with **Portland cement, asphaltic concrete, or other approved hard surface in order to provide** a durable and dust-free **parking** surface; **and** shall be graded and drained so as to dispose of surface water to the satisfaction of the city engineer; and shall be maintained in good condition free of weeds, dust, trash, and debris. **Applicants are encouraged to consider use of permeable surfaces as a means to reducing storm water runoff. Hard surface materials other than concrete and asphalt may be permitted and are subject to additional review and prior approval by the Zoning Administrator**~~Nonemployee parking areas shall be paved and all such spaces shall be delineated by striping as shown in attached Plate 3 which is set forth at the end of this section.~~

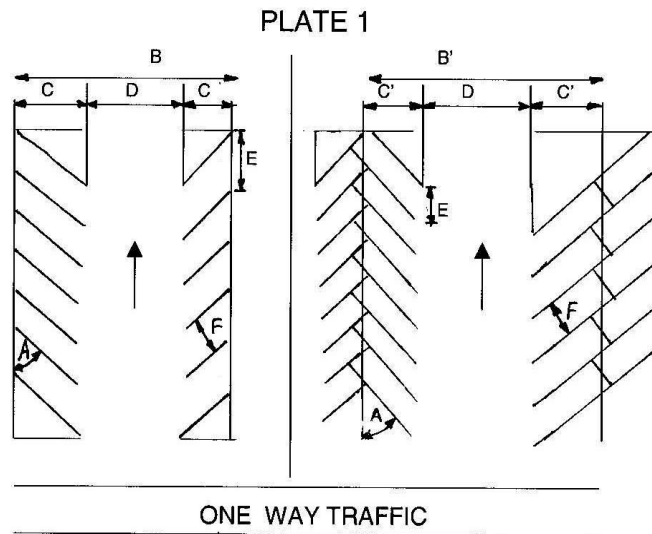
B. Any lighting used to illuminate any off-street parking facility shall be so arranged as to reflect light away from any residential adjoining premises.

C. No more than two feet six inches of overhang beyond a wheel stop may be counted as part of a parking space. Said overhang shall not interfere with landscaping or decrease the clear width of a sidewalk to less than four feet by its encroachment.

D. Off-street parking area layout and dimensions shall be not less than as shown by Plates 1, 2 and 3, which are set forth at the end of this section. Exits and entrances shall be approved by the administrative official.

E. Except for parking spaces or other vehicle use areas under, on, or within buildings, and areas serving single-family and two-family uses, off-street parking facilities shall be landscaped in accordance with RMC 23.54.140.

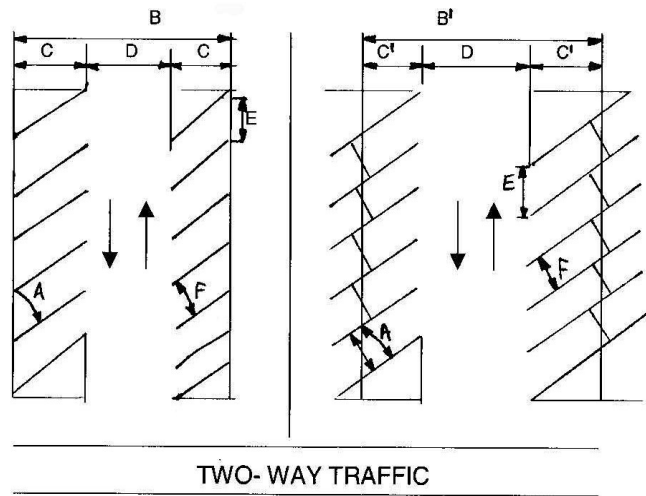
PLATE 1 - 23.54.110



A Parking Angle (Degrees)	B Parking Section Width	C Parking Bank Width	D Traffic Aisle Width	E Curb Length Per Car	F Car Stall Width	B1 Parking Section Width	C1 Parking Bank Width
0	30'	9'	12'	20'	9'	30'	9'
35	49.6'	18.8'	12'	15.8'	9'	42.4'	15.2'
40	51.2'	19.6'	12'	14.1'	9'	44.6'	16.3'
45	53.2'	20.6'	12'	12.7'	9'	46.6'	17.3'
50	54.6'	21.3'	12'	11.7'	9'	48.4'	18.2'
55	56.2'	21.6'	13'	10.9'	9'	51'	19.0'
60	58.8'	21.9'	15'	10.4'	9'	54.2'	19.6'
65	61.0'	22'	17'	9.9'	9'	57'	20.0'
70	62.8'	21.9'	19'	9.6'	9'	59.6'	20.3'
90	64.0'	20.0	24'	9.0'	9'	--	--

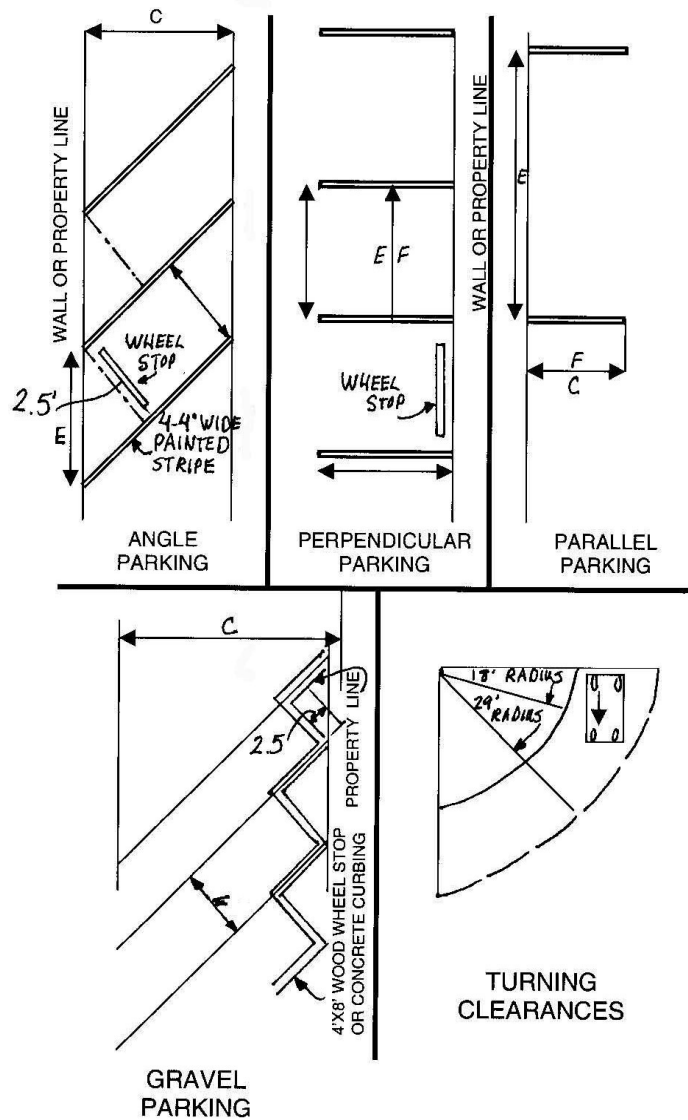
PLATE 2 - 23.54.110

PLATE 2



A	B	C	D	E	F	B1	C1
0	38'	9'	20'	20'	9'	38'	9'
35	57.6'	18.8'	20'	15.8'	9'	50.4'	15.2'
40	59.2'	19.6'	20'	14.1'	9'	52.6'	16.3'
45	61.2'	20.6'	20'	12.7'	9'	54.6'	17.3'
50	62.6'	21.3'	20'	11.7'	9'	56.4'	18.2'
55	63.2'	21.6'	20'	10.9'	9'	58'	19.0'
60	63.8'	21.9'	20'	10.4'	9'	59.2'	19.6'
65	64.0'	22'	20'	9.9'	9'	60'	20.0'
70	63.8'	21.9'	20'	9.6'	9'	60.6'	20.3'
90	64.0'	20.0	24'	9.0'	9'	--	--

PLATE 3



23.54.120 Layout plan.

Prior to the issuance of a permit for any commercial, multiple-family, industrial, public or semipublic building or use, **an engineered plan prepared by a licensed civil engineer or licensed architect** showing the proposed and existing building or buildings; the layout, dimension and number of parking spaces; and any required landscaping of the lot area, including that required for an off-street parking facility, shall be submitted to and approved by the **City Engineer and Zoning Administrator**~~administrative official~~.

Any landscape plan submitted pursuant to this section shall be in conformance with the requirements of RMC 23.54.140 **and shall be prepared by a licensed architect or licensed landscape architect**. Said plans shall be drawn to scale, including dimensions and distances, and shall clearly delineate the existing and proposed parking spaces, other vehicle use areas, access aisles, driveways, irrigation systems (sprinklers or water outlet locations), and the name of each plant species (both specific and common name), the location, size and description (including the height and spread of crown at maturity of trees and shrubs) of all landscape materials to be installed or, if existing, to be maintained in accordance with the requirements of RMC 23.54.140. **A landscape plan prepared under this section shall be submitted to and approved by the Zoning Administrator.**

23.54.130 Loading and unloading.

On every lot in a commercial or industrial district, and on every lot in any district on which is conducted any hotel, public or semipublic use, there shall be provided space, either inside or outside a building, for the loading and unloading of goods and materials. Such space shall be not less than 10 feet in width, 25 feet in length, nor less than 15 feet in height when covered. Such space shall be provided with access to an alley or a street.

23.54.140 Landscaping of parking facilities.

The purpose of landscaping requirements for parking facilities is to protect and promote the public health, safety, and general welfare by reducing wind and air turbulence, heat and noise, and the glare of automobile lights; to act as a natural drainage system and ameliorate stormwater drainage problems; to reduce the level of carbon dioxide and return pure oxygen to the atmosphere; to prevent soil erosion; to provide shade; to conserve and stabilize property values and to otherwise facilitate the creation of a convenient, attractive and harmonious community; to relieve the blighted appearance of parking facilities; and to generally preserve and promote a healthful and pleasant environment.

A. Design Criteria. Landscape areas shall be located in such a manner as to divide and break up the large expanses of pavement; divide and define driveways, parking stalls and corridors; limit cross-taxing; delineate and separate pedestrian and vehicular traffic and screen parking facilities from abutting properties. Planting areas and landscaping shall be reasonably dispersed throughout the parking lot with the interior dimensions of such areas being sufficient to protect the landscaping materials planted therein and to ensure proper growth. The primary landscaping materials used shall be trees, which provide shade or are capable of providing shade at maturity. Shrubbery, hedges and other planting

materials shall be used to complement the tree landscaping, but shall not be the sole contribution to the landscaping. Effective use of earth berms and existing topography is encouraged as a component of the landscape plan. **Use of native shrub steppe plantings for required landscaping will satisfy these design criteria if the resulting product satisfies Washington Department of Fish and Wildlife standards for Priority Habitat.**

B. Interior Coverage. A minimum of five percent of the interior of a parking facility shall be landscaped. Landscaping which is required for screening along the perimeter of any lot and border plantings adjacent to buildings upon which a parking lot abuts shall not be considered as part of the interior coverage requirements. Parking spaces abutting a perimeter for which landscaping is required by other requirements of this section shall not be considered as a part of the interior of the parking facility.

1. For off-street parking facilities providing 10 or fewer parking stalls as required by RMC 23.54.020, and in areas zoned for industrial use, the interior coverage requirements stated herein shall not apply.
2. Any interior landscape area shall contain a minimum of 50 square feet, shall have a minimum dimension of at least five feet, and shall include at least one tree with the remaining area adequately landscaped with shrubs, ground cover or other approved landscaping materials not to exceed three feet in height.
3. Trees shall number not less than one for each 100 square feet of required interior coverage.

C. Perimeter Coverage Adjacent to Abutting Properties. A minimum landscape strip of five feet in width shall be required along any side of a parking facility that abuts adjoining property that is not a public right-of-way when such facilities will not be entirely screened visually by an intervening building or structure; provided, that when such parking facility abuts and is designed in coordination with a parking facility on the adjoining property such landscape strip shall not be required abutting such adjoining parking facility; and provided further, that in areas zoned for industrial use, the perimeter coverage requirements stated herein shall not apply.

1. Perimeter landscape strip shall be planted or installed with a wall, hedge, or other durable landscape barrier to form a continuous screen between the parking facility and abutting property. The height of any such barrier shall be not less than three feet and no more than six feet.
2. Trees shall also be planted for each 40 linear feet and shall have at least 25 square feet of planting area.
3. Where a proposed parking facility abuts an existing hedge, wall or other durable landscape barrier on an abutting property, said existing barrier may be used to satisfy the landscape barrier requirements of this subsection; provided, that said existing barrier meets all applicable standards of this section.

D. Perimeter Coverage Adjacent to Public Right-of-Way. A minimum landscape strip of 10 feet in width shall be required along any side of a parking facility that abuts a public right-of-way, excluding dedicated alleys; provided, that in areas zoned for industrial use, the perimeter coverage requirements stated herein shall not apply.

1. Perimeter landscape strip shall be planted or installed with a wall, hedge, or other durable landscape barrier of at least three feet in height which shall be placed along the parking facility side of such landscape strip.

2. If such a durable barrier is of nonliving material, one shrub for each 10 linear feet shall be planted along the street side of such barrier; provided, that if the shrubs are of sufficient height at the time of planting to be readily visible over the top of such barrier, they may be planted along the parking facility side of such barrier. The remainder of the landscape strip shall be landscaped with ground cover or other approved landscape treatment excluding pavement.

3. At least one shrub for each 50 square feet shall be provided.

4. Trees shall also be planted for each 30 linear feet or portion thereof and shall have at least 50 square feet of planting area.

5. No tree, as measured from its center, shall be located within 10 feet of a street light standard, or within five feet of a fire hydrant, a vehicular driveway, or a public sidewalk.

E. Landscaping Material. Landscaping materials used to achieve the design criteria in conformance with provisions of this section shall conform to the following standards:

1. Trees shall be species having an average mature spread of crown of greater than 15 feet and shall be a minimum of six to eight feet in height and have a diameter at breast height (dbh) caliper of at least one and one-half inches at planting. Diameter at breast height is measured at four and one-half feet from average grade within six feet of the tree trunk so as not to include mounding at the tree base. Trees having an average mature spread of crown less than 15 feet may be substituted by grouping the same so as to create the equivalent of a 15-foot crown spread. Tree species whose roots are known to cause damage to public roadways or other public works shall not be planted closer than 12 feet to such public works, unless the tree root system is completely contained within a barrier being a minimum of five feet deep and five feet wide.

2. Shrubs shall be a minimum of two feet in height when measured immediately after planting.

3. Hedges shall be planted and maintained so as to form a continuous, unbroken, solid, and visual screen within a maximum of two years after time of planting.

4. Vines shall be a minimum of 30 inches in height immediately after planting and may be used in conjunction with fences, screens or walls to meet physical barrier requirements as specified in this section.

5. Lawn grass shall be planted in species normally grown as permanent lawn in Benton County. Grass areas may be sodded, plugged, sprigged or seeded, except that solid sod shall be used in swales or other areas subject to erosion; and provided, that in areas where other than solid sod or grass seed is used, nurse grass seed shall be sown for immediate effect and protection until coverage is otherwise achieved.

6. Ground covers used in lieu of grass shall be planted or installed in such a manner as to present a finished appearance, and if of living material, shall complete coverage within 12 months after planting.

~~F. Coverage Transfer to Public Right-of-Way. For sites where landscaping coverage of a public right-of-way would comply with the general intent and standards of this section, the transfer of the area requirements, or a portion thereof, from within the property line to the public right-of-way may be approved by the city; provided, that the area measurement shall not be less than that required by, and shall comply with, all other design standards and requirements of this section; and further provided, that a revocable permit for use of the right-of-way shall be secured from the city by the owner of the site by stipulating full financial responsibility for costs of movement, replacement and relocation should such permit be revoked by the city.~~

FG. Driveway and Street Intersections. To ensure that landscape materials do not constitute a safety hazard, a vision clearance triangle (VCT) shall be provided at all intersections of public rights-of-way and driveways **in accordance with Chapter 12.11 RMC**. Within this VCT area unobstructed cross-visibility at a level between three feet and 10 feet shall be provided. However, trees having limbs or foliage trimmed, except during early growth stages, so as to not extend into the VCT area shall be allowed. Landscaping material shall not be located closer than four feet from the edge or top of the curb line or driveway apron, except for required ground cover. The VCT for said intersections shall be as follows:

~~1. At intersections of public rights-of-way the VCT shall be formed by measuring 20 feet along each property line from the intersection and connecting the end point of such lines formed by such measurement.~~

~~2. At intersections of driveways with public rights-of-way the VCT shall be formed by measuring 10 feet along the property line and the driveway apron or top of the curb lines and connecting the end point of such lines formed by such measurement.~~

GH. Curbing. In order to protect the landscaping materials planted and to ensure proper growth, all planter areas shall be separated from contiguous property, including parking stalls, by curb stops. Such curb stops shall be of Portland cement or shall otherwise conform to Standard Specifications for Municipal Public Works Construction (APWA Standards), or shall be approved by the city engineer.

HI. Installation. All landscaping shall be installed in a workmanlike manner and according to accepted good planting procedures. All elements of landscaping, exclusive of plant

material other than hedges, shall be installed so as to meet all other applicable ordinances and code requirements.

IJ. Maintenance. The owner, tenant or duly authorized agent, if any, shall be responsible for the maintenance of all landscaping required pursuant to this section. Such landscaping shall be maintained in good condition so as to present a neat and orderly appearance; shall be kept free from refuse and debris; and living landscape material shall be kept alive and in a healthy condition. If an underground irrigation system is not provided, all landscaped areas shall be provided with a readily available water supply with at least one outlet located within 150 feet of all plant material to be maintained.

1. The administrative official shall inspect all landscaping and no certificates of occupancy or similar authorization will be issued unless the landscaping meets the requirements herein provided.

2. In those cases where landscaping cannot be safely installed due to the time of year without jeopardizing living landscape material, or for other good cause, a temporary certificate of occupancy may be issued for a period of six months; provided, that the property owner, lessee, or duly authorized agent shall furnish satisfactory assurances guaranteeing installation of the approved landscaping.

JK. Landscaping of Existing Lots. Any reconstruction of a building or structure or lot area, including off-street parking facility, consisting of increases of 50 percent or greater of the existing building lot area or parking facility shall be subject to the standards specified herein. In such cases, the existing parking facility, as well as any new facility, shall be improved in accordance with the standards stated herein; provided, that:

~~1. A sufficient period of time, but no longer than three years, shall be allowed to bring existing development into compliance with the standards stated herein.~~

12. In instances where existing parking spaces are used to achieve compliance, the parking facility shall be considered to comply with the parking standards and requirements of RMC 23.54.020; provided, however, that no more than 10 percent of the total number of required spaces may be removed for purposes of providing landscape areas.

23. No alteration of existing building nor acquisition of additional land to increase the lot area shall be required in order to bring the property into compliance with the landscaping requirements herein.

23.54.150 Adjustments of landscaping standards.

Where literal interpretation of the provisions of RMC 23.54.140 or special conditions or circumstances exist which would create a hardship in the development and/or maintenance of the landscaping, or where easements, pedestrian ways, trail systems, existing vegetation, continuity of design concepts within a zoning district, parking design, emergency vehicle access, or other matters of public design, safety or welfare would be promoted, the administrative official may adjust the provisions of RMC 23.54.140,

provided it is determined that such an adjustment will not be contrary to the public interest and will be in keeping with and preserve the intent of RMC 23.54.140.

A. An application for adjustment of landscaping requirements shall be filed on forms prescribed by the city, executed and sworn to by the owner or tenant of the property concerned or by duly authorized agents. Such application shall clearly and in detail state what adjustment of requirements are being requested and the reasons such adjustments are warranted, and shall be accompanied with such supplementary data, such as sketches, surveys and statistical information as is deemed necessary to substantiate the adjustment.

B. Any decision of the administrative official, under this section, may be appealed by the applicant to the board of adjustment. Such an appeal shall be heard by the board of adjustment in accordance with RMC 23.70.070.

23.54.160 Perimeter landscaping of industrial facilities.

Plans for construction and development of new uses on parcels of land zoned industrial (I-M, and M-2) pursuant to the city's zoning ordinance shall include, along with other required plans, a landscaping plan that at a minimum sets forth landscape treatment adjacent to all public rights-of-way.

A. Landscape Plan Requirements. A landscaping plan, drawn to scale, shall include the following information:

1. Property boundaries;
2. Location of existing and proposed buildings and uses;
3. Driveway intersections with streets;
4. Location of plantings;
5. Common and scientific names of plantings;
6. Size and description of plantings, height and caliper at planting, and spread of crown at maturity for trees; and
7. Location of underground sprinklers.

B. Minimum Design Criteria. A landscape strip shall be located adjacent to all public rights-of-way in that portion of the parcel on which construction or development is proposed and shall meet the following minimum criteria:

1. The landscape strip shall be a minimum of 10 feet in width.
2. One tree is required for each 40 linear feet or portion thereof of the required landscape strip, and each tree shall have at least 50 square feet of planting area. Trees shall be planted in a balanced manner throughout the required landscape strip but are not required to be planted on 40-foot centers.

3. No tree, as measured from its center, shall be located within 10 feet of a street light standard, or within five feet of a fire hydrant, a vehicular driveway, or a public sidewalk.
4. In addition to the required trees, the entire landscape strip shall, at a minimum, include landscape cover of decorative rock, bark, or similar treatment. Vegetative cover of lawn, low-lying shrubs, or flowers are encouraged.
5. Landscape areas shall be provided with an underground irrigation system capable of sustaining the required trees and other planted vegetation. Low water consumptive landscape techniques are encouraged.

C. Landscaping Material. Landscaping materials used to achieve the design criteria set forth in this section shall conform to the following standards:

1. Trees shall be species having an average mature spread of crown of greater than 15 feet and shall be a minimum of eight feet overall height and a one-and-one-half-inch caliper immediately after planting. Trees having an average mature spread of crown less than 15 feet may be substituted by grouping the same so as to create the equivalent of a 15-foot crown spread. Tree species whose roots are known to cause damage to public roadways or other public works shall not be planted closer than 12 feet to such public works, unless the tree root system is installed within an approved root barrier.
2. Lawn grass shall be planted in species normally grown as permanent lawn in Benton County. Grass areas may be sodded, sprigged, or seeded, except that solid sod shall be used in swales or other areas subject to erosion.

D. Installation. All landscaping shall be installed in a workmanlike manner and according to accepted good planting procedures. Trees shall be staked on planting to avoid disturbance by wind and shall remain staked for a minimum of one year after planting.

E. Coverage Transfer to Public Right-of-Way. For sites where landscaping coverage of a public right-of-way would comply with the general intent and standards of this section, the transfer of the area requirements, or a portion thereof, from within the property line to the public right-of-way may be approved by the city; provided, that the area measurement shall not be less than that required by, and shall comply with, all other design standards and requirements of this section; and further provided, that a revocable permit for use of the right-of-way shall be secured from the city by the owner of the site by stipulating full financial responsibility for costs of movement, replacement, and relocation should such permit be revoked by the city.

F. Driveway and Street Intersections. To ensure that landscape materials do not constitute a safety hazard, a vision clearance triangle (VCT) shall be provided at all intersections of public rights-of-way and driveways. Said VCT shall comply with all provisions of Chapter 12.11 RMC, Intersection Sight Distance.

G. Maintenance. The owner, tenant, or duly authorized agent, if any, shall be responsible for the maintenance of all landscaping required pursuant to this section. Such landscaping

shall be maintained in good condition so as to present a neat and orderly appearance; shall be kept free from refuse and debris; and living landscape material shall be kept alive and in a healthy condition. Landscaping shall at all times be maintained in a manner consistent with the vehicular sight distance requirements of subsection (F) of this section.

1. The administrative official shall inspect all landscaping and no certificates of occupancy or similar authorization will be issued unless the landscaping meets the requirements herein provided.

2. In those cases where landscaping cannot be installed due to the time of year without jeopardizing living landscape material, or for other good cause, a temporary certificate of occupancy may be issued for a period of six months; provided, that the property owner, lessee, or duly authorized agent shall furnish satisfactory assurances guaranteeing installation of the approved landscaping.

H. Adjustment of Landscaping Standards. Adjustments from the specific requirements of this section shall be reviewed and approved in accordance with the provisions of RMC 23.54.150.

I. Landscaping of Developed Industrial-Zoned Property. On developed industrially zoned properties whenever any structure(s) is altered, expanded or reconstructed in a manner which increases the total gross floor area of structure(s) located on the lot by 50 percent or more ~~over what existed on March 21, 1994~~, or whenever a change of use occurs to an existing structure or facility which increases the required number of parking stalls by 50 percent or more over what was required of the prior use, landscaping of the lot shall be provided in accordance with the provisions of this subsection.

1. The square footage of landscaped area provided pursuant to this subsection shall be the same as would be required if a new facility were constructed on the parcel.

2. Landscaping shall be located on the property in accordance with provisions for new industrial facilities. In those instances where existing structures and/or pavement preclude the location of the required landscaping adjacent to the street right-of-way as set forth for new facilities, landscaping shall be located on the lot in a manner that most closely meets the objectives of the landscaping requirements by providing an aesthetically appealing streetscape and providing for uniformity of appearance in the industrially zoned areas of the city.

3. No alteration of existing structures, acquisition of additional land, or removal of existing asphalt/concrete walks, drives or parking areas shall be required in order to bring the property into compliance with landscaping requirements herein.

J. A temporary exemption may be granted upon the filing and acceptance by the city of an application by any start-up business for a delay in installing required landscaping. This exemption may be granted up to, but shall not exceed, four years. The following information must be provided by the applicant to the administrative official, to demonstrate:

1. The business has no more than three years of business history;
2. No more than one corporation may be an investor in the start-up business and that corporation cannot own more than 10 percent of the start-up business; and
3. The landscape ordinance imposes a financial burden on the start-up business such that deferral of the required landscaping would increase the likelihood of the new business's success. Criteria to establish this hardship must be provided to the above designated personnel and approval of the exemption shall not be unreasonably withheld. The determination of city staff shall be final.

ANALYSIS

The impetus for this code amendment began in December 2024 when the issue of parking within the downtown area was discussed at a city council meeting. Discussion carried forth over several months when it was ultimately determined that a parking study would be commissioned by the city. The city hired consulting firm Kimley-Horn to conduct a parking study in order to ascertain any recommended changes to the city parking code that could be achieved to facilitate additional development within Richland's downtown area. Kimley-Horn conducted a parking study and held several online and in-person meetings with various city boards/commissions as well as stakeholders from the downtown area. Ultimately, Kimley-Horn provided the following recommendations to city council during their July 22, 2025 workshop:

1. Modify the existing parking code to meet the parking minimums set forth by SB 5184. SB 5184 which took effect on July 27, 2025. Titled 'The Parking Reform and Modernization Act,' removed completely, or capped, the minimum number of off-parking spaces cities and counties with populations of at least 30,000 people could mandate for a variety of land uses.
2. Abolish parking minimums in the Central Business District (CBD) and also incorporate SB 5184 modifications.
3. Abolish parking minimums city-wide. This option would require additional consideration (engagement) from stakeholders and citizens. *See Exhibit 8*

Kimely-Horn ultimately recommended that the city council follow either option No. 1 or No. 2 above. After discussion, the city council directed staff to prepare an ordinance that would remove parking minimum city-wide, rather than follow options No. 1 and No. 2 (above).

In examining the existing municipal code, parking needs, and the desire for increased affordable housing, walkability and aesthetics in the City of Richland, the city has ultimately proposed to remove all minimum off-street parking space requirements city-wide.

Off street parking minimums are increasingly seen as inefficient, contributing to higher housing costs, traffic congestion, and environmental degradation (urban heat island effect, increased storm water runoff, increased reliance on cars which increases greenhouse gas emissions, etc). It makes sense then that a quick and easy way to combat the above is to remove said parking minimums.

Abolishing mandatory parking minimums does not remove the need for parking and this amendment does not limit the amount of parking a developer may choose to provide. Rather, the amendment gives developers flexibility in the development of property to design a site to respond to the needs of a particular project/area instead of an arbitrary parking minimum.

It is an additional benefit that permit/project review and inspection times may be positively affected, for if a project is proposing no parking, that is one less item that must be reviewed and inspected by staff.

Planning feels confident that the included Code provisions are compatible with state statutes.

PUBLIC NOTICE/ COMMENTS

Staff provided notice of the proposed amendment to local and state agencies via State Environmental Policy Act (SEPA) review on August 13, 2025 and via separate Notice of Application and Public Hearing on September 2, 2025. Notice of Application and Public Hearing was also published in the Tri-City Herald on September 7, 2025 and on the city's official website. Staff provided notice to the Washington State Department of Commerce and other state agencies as required by RCW 36.70A on September 2, 2025 (*Exhibit 5*).

As of the date this Staff Report the City has received comments in response to the SEPA Determination of Non-significance from the Bonneville Power Administration stating they have no objection to the approval of the proposal, and a comment from Lora Rathbone, Richland resident, stating it is "a great idea to remove requirement (*sic*) for minimum number of parking spaces" (*Exhibit 6*).

SEPA

The proposal is subject to environmental review. The City of Richland issued a Determination of Non-Significance (DNS), project file number PLN-T1-2025-00308, for the proposal on August 13, 2025, and published the DNS in the Tri-City Herald on August 17, 2025 (*Exhibit 3*). No appeals of the City's SEPA DNS were received.

FINDINGS OF FACT

1. The City of Richland proposes to amend RMC 23.54 Off-Street Parking and Landscaping.
2. The purpose of the ensuing Code Amendment is to bring the RMC in compliance with SB 5184, The Parking Reform and Modernization Act; to encourage the development/redevelopment of lots; and reduce developer costs associated with development by removing the cost associated with providing parking.
3. Notice of the proposed amendment was provided to local and state agencies. Notice was also published in the Tri-Cities Herald, posted on the city's official website. Notice was provided to the Washington State Dept. of Commerce and other state agencies as required by RCW 36.70A.
4. The Washington State Department of Commerce received the 60-day Notice of Intent to Adopt Amendment and granted expedited review. *See Exhibit 5.*
5. The City issued a SEPA Threshold Determination of Non-Significance on August 13,

2025. No appeals of the DNS were received.

6. The City received no comments from the Public or Agencies with jurisdiction in opposition to the amendment.

CONCLUSIONS OF LAW

1. The Planning Commission has jurisdiction to hold an open record public hearing and issue a recommendation on the proposed municipal code amendment ordinance to the City Council.
2. The proposed code amendment is consistent with the goals and policies of the City's Comprehensive Plan.

RECOMMENDATION

Staff recommends the Planning Commission concur with the findings and conclusions set forth in Staff Report (PLN-T4-2025-00003) and recommend to the City Council adoption of the proposed amendments to RMC Chapter 23.54 Off-Street Parking and Landscaping, as provided in the draft ordinance attached to this report.

ALTERNATIVES

1. Recommend approval of the amendments as proposed.
2. Recommend approval of the amendments, as modified by the Planning Commission.
3. Recommend denial of the amendments.

RECOMMENDED MOTION – PLANNING COMMISSION

"I move that the Planning Commission recommend approval of the proposed amendments to RMC Chapter 23.54 as identified in the draft ordinance. This recommendation is based upon the listed Findings of Fact and Conclusions of Law."

EXHIBITS

1. Application Materials
2. Draft Ordinance
3. SEPA DNS, SEPA Checklist for file PLN-T1-2025-00308
4. SEPA DNS Affidavit of Publication
5. Department of Commerce Expedited Review
6. Public and Agency Comments
7. Notice of Application and Public Hearing, and Affidavit of Publication
8. Staff Summary of Kimley Horn Parking Optimization Project Options

**City of Richland**

625 Swift Blvd
Richland WA 99352
(509) 942-7794

Plan Snapshot Report

Plan Type: Type 4	Plan #: PLN-T4-2025-00003	App Date: 08/26/2025
Work Class: T4 - Municipal Code Text Amendment	District: City of Richland	Exp Date: NOT AVAILABLE
Status: In Review		Completed: NOT COMPLETED
Description: Amendment to RMC Chapter 23.54 Off-Street Parking and Landscaping		Approval Expire Date:

Parcel:	Address:	Zone:
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Applicant
Richland City
Business: (509) 942-7390

Plan Custom Fields

PreAppQuestionBox	Waived	CodeSection	RMC Chapter 23.54 Off-Street Parking and Landscaping	AmendmentSummary	Proposed amendment to Richland Municipal Code (RMC) Chapter 23.54 Off-Street Parking and Landscaping. At a minimum the proposal would bring the RMC in compliance with Washington State SB 5184, The Parking Reform and Modernization Act. As proposed this amendment will remove all minimum requirements for the number of off-street parking spaces within the City entirely.
AmendmentReason	To bring the RMC in compliance with Washington State SB 5184; to encourage the development/redevelopment of lots (especially traditionally small commercial lots dating from the early years of post WWII development); reduce costs associated with development by essentially removing the cost associated with providing parking; increasing walkability by not requiring off-street parking that increases pedestrian travel length as they have to traverse parking lots..	CompPlanQuestion	A comprehensive plan amendment is not necessary to implement the proposed amendment as the proposed code amendment is consistent with applicable provisions of the Comprehensive Plan.	AmendmentSubstantial Relation	Yes. This proposal would bring the municipal code into compliance with Washington SB 5184. Potentially reducing upfront development costs would lower the cost of new residential construction and commercial construction which would benefit residents and potential businesses/employers.

WHEN RECORDED RETURN TO:

Richland City Clerk's Office
625 Swift Boulevard, MS-07
Richland, WA 99352

ORDINANCE NO. 2025-23

**AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON,
AMENDING CHAPTER 23.54 OF THE RICHLAND MUNICIPAL
CODE REGARDING OFF-STREET PARKING AND LANDSCAPING.**

WHEREAS, the City has need, from time to time, to amend the Richland Municipal Code (RMC) to bring it into alignment with best practices and Washington state law; and

WHEREAS, during the 2025 regular legislative session, the Washington State Legislature passed Engrossed Substitute Senate Bill 5184 ("SB 5184"), known as the Parking Reform and Modernization Act, mandating new limits pertaining to minimum off-street parking for certain types of land uses in cities with populations in excess of 30,000; and

WHEREAS, the City is required to come into compliance with SB 5184; and

WHEREAS, in addition to changes necessary to comply with new state law, the City intends to exceed the new limits established by SB 5184 by eliminating all existing references to minimum off-street parking requirements currently found in the Richland Zoning Code; and

WHEREAS, exceeding the standards set forth in SB 5184 serves the City's interests by implementing key policies of the City's adopted Comprehensive Land Use Plan, lowering housing costs by reducing land development expenses associated with off-street parking, eliminating unnecessary regulation of citizens, and increasing the relevance of public transportation services; and

WHEREAS, cities with populations in excess of 50,000 are required to implement the requirements of SB 5184 within 18 months of July 27, 2025; and

WHEREAS, on September 24, 2025, the Richland Planning Commission conducted a public hearing to receive testimony on the proposed code amendment; and

WHEREAS, on [Date], 2025, Richland City Council conducted a public hearing to receive testimony on the proposed code amendment.

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

Section 1. Chapter 23.54 of the Richland Municipal Code, entitled Off-street parking and landscaping, as first enacted by recodification occurring through Ordinance No. 28-05, and last amended by Ordinance No. 10-21, is hereby amended as follows:

Chapter 23.54
OFF-STREET PARKING AND LANDSCAPING

Sections:

23.54.010 ~~No minimum~~ **No minimum** Off-street parking required.

~~23.54.020 Standards and requirements.~~

~~23.54.030 Unspecified uses.~~

23.54.040 Motorcycles.

23.54.050 Bicycles.

23.54.055 Compact car spaces.

~~23.54.060 Mixed occupancies.~~

~~23.54.070 Joint use of parking facilities Continuance assured.~~

~~23.54.080 Joint use of parking facilities Spaces required.~~

23.54.090 Location of parking spaces.

23.54.100 Spaces lost for access.

23.54.110 Improvement of parking spaces.

23.54.120 Layout plan.

23.54.130 Loading and unloading.

23.54.140 Landscaping of parking facilities.

23.54.150 Adjustments of landscaping standards.

23.54.160 Perimeter landscaping of industrial facilities.

23.54.010 **No minimum** Off-street parking required.

Except as provided herein, there is no required minimum number of off-street parking spaces required. ~~In all use districts space for the off street parking of vehicles shall be provided and improved for use in accordance with the following:~~

~~A. For all new construction and development, off-street parking shall be provided in accordance with the requirements set forth in this chapter.~~

~~B. When any existing building or use is enlarged, expanded or altered to effect an arrangement of space or use which increases the required number of spaces by more than 10 percent over the~~

number required by the building or use prior to the change or alteration, off-street parking shall be provided in accordance with the requirements set forth in this chapter; provided, that if the number of additional required parking spaces from any such enlargement, expansion or alteration is four or less, no additional off-street parking need be provided or improved.

23.54.020 Standards and requirements.

The minimum required parking spaces for the respective uses shall be as follows:

A.	Residential Uses	Number of Parking Stalls Required
1.	Single-family attached and detached dwellings, manufactured homes, condominiums and duplexes	2 spaces per dwelling unit.
2.	Multiple-family complexes Apartments, studio	1.5 spaces per dwelling unit. 1 space per dwelling unit.
3.	Housing for the elderly	1 space per 2 dwelling units.
4.	Rooming houses, boardinghouses and dormitories	1 space per person capacity.
5.	Hotels and motels	1 space/room, plus required space for any restaurant (1 space per 100 square feet of GFA*), plus 50% of required spaces for other associated uses.
B.	Institutional Uses	Number of Parking Stalls Required
1.	Elementary and middle schools	2 spaces for each classroom.
2.	High schools	8 spaces for each classroom.
3.	Colleges, universities and instructional facilities —adult	1 space per every 3 seats in classrooms.
4.	Day-care centers	2 spaces per staff person with a minimum of 4 spaces.
5.	Churches, mortuaries and funeral homes	1 space per 4 seats in the chapel or nave.
6.	Rest homes, nursing homes and convalescent centers	1 space per staff doctor plus 1 space for every 3 other staff plus 1 space per every 5 beds.
7.	Hospitals	1 space per staff doctor, plus 1 space for every 3 other staff members, plus 1 space for every 3 beds.
8.	Medical and dental clinics	1 space per 250 square feet of GFA.
C.	Office Uses	Number of Parking Stalls Required

1.	Banks, businesses or professional offices	1 space per 350 square feet of GFA less 3 spaces for each drive-through window up to a maximum reduction of 33% of the required spaces.
2.	Drive-through windows—banks	6 spaces per drive-through window (8' wide x 18' long) plus 1 service space and 1 exit space per window.
3.	Drive-through windows—nonbank and nonfood	1 service space per window plus 1 stacking space per window (8' wide x 18' long) plus 1 parking space per maximum number of on-duty employees.
D.	Commercial and Industrial Uses	Number of Parking Stalls Required
1.	Food stores, markets, drugstores, liquor stores, and designed shopping centers less than 3,000 square feet GFA (exclusive of basement areas)	1 space per 400 square feet of GFA.
2.	Food stores, markets, drugstores, liquor stores, and designed shopping centers more than 3,000 square feet GFA (exclusive of basement areas)	1 space per 300 square feet of GFA.
3.	Small appliance, personal service, hardware, household equipment, clothing and other retail stores	1 space per 400 square feet of GFA.
4.	Large appliance and furniture stores	1 space per 800 square feet of GFA.
5.	Wholesale stores, warehouses, storage buildings, motor vehicle or machinery sales	1 space per employee, with a minimum of 4 spaces.
6.	Service stations	1 space per employee, plus 1 space per service bay (bay not counted as a space), with a minimum of 4 spaces.
7.	Automobile laundries and car washes	2 spaces at the ingress and 2 spaces at the egress of each lane or washing bay.
8.	Self-service laundromat	1 space per 2 washing machines.
9.	Manufacturing	1 space per each 2 employees on the largest shift.
E.	Restaurant and Tavern Uses	Number of Parking Stalls Required
1.	Seated customers	1 space per 100 square feet of GFA.
2.	Take-out service	1 space per 100 square feet of GFA.
3.	Drive-in only	1 space per 50 square feet of GFA.

4.	Drive-in as fixed type of facility	1 space per 100 square feet of GFA.
5.	Drive-through	5 spaces per window with a minimum of 8 spaces.
F.	Places of Assembly and Recreational Facilities	Number of Parking Stalls Required
1.	Places of assembly, dance halls, skating rinks and exhibition halls without fixed seats	1 space per 150 square feet of GFA.
2.	Places of assembly, stadiums, sports arenas, auditoriums with fixed seats	1 space per 3 seats.
3.	Bowling alleys	5 spaces per each lane.
4.	Tennis, squash, handball, etc.	2 spaces per court.
5.	Swimming pools	1 space per 50 square feet of surface water area.
6.	Basketball and volleyball	6 spaces per court.
7.	Golf	7 spaces per green.
8.	Indoor not previously mentioned	1 space per 250 square feet of GFA.
9.	Outdoor not previously mentioned	1 space per 2,500 square feet of land area.

* ~~GFA = Gross Floor Area.~~

~~23.54.030 Unspecified uses.~~

~~In those instances where this title does not specify a parking requirement for a specific use, the administrative official shall establish the minimum requirement on a case by case basis. The applicant may be required to provide sufficient information to demonstrate that the parking demand for a specific use will be satisfied, based upon existing uses similar to the proposed use and other relevant factors including but not limited to required parking for the proposed use as determined by other comparable jurisdictions and based on available planning and technical studies. The administrative official may require the applicant to have a parking study for the proposed use prepared by a professional consultant with expertise in preparing traffic and parking demand analyses.~~

23.54.040 Motorcycles.

When ~~P~~parking spaces for motorcycles are provided: ~~shall be provided as follows:~~

~~A. All multiple family developments and nonresidential uses listed in RMC 23.54.020 shall provide one motorcycle space for every 25 required automobile spaces, with a minimum of one space.~~

~~B~~A. Each motorcycle space shall be easily accessible and have adequate space for a standard size motorcycle.

~~C~~B. Spaces shall be surfaced in accordance with RMC 23.54.110.

~~D. The normal automobile parking requirement may be reduced by one space for every three motoreyele spaces provided, up to a maximum reduction of five percent of the required spaces.~~

~~E~~C. Motorcycle parking areas shall be clearly identified with appropriate striping.

23.54.050 Bicycles.

Parking spaces for bicycles shall be provided as follows:

A. All commercial (office, retail, wholesale, warehousing), industrial, institutional, and recreational uses, except businesses whose main purpose is servicing automobiles, shall provide a minimum of five bicycle spaces, with an additional bicycle space for each 30 ~~required~~ parking stalls provided. Schools shall provide five spaces per elementary and junior high classroom, and two spaces per high school classroom.

B. Required bicycle parking spaces shall be located within 100 feet of the main entrance of a building, be well lit, and visible to pedestrians and bicyclists.

~~B~~C. Devices shall be provided to which bicycles can be securely locked.

~~C~~D. Spaces shall be easily accessible, large enough to park a full sized 10-speed bicycle when other bicycles are present, have a durable and dust-free surface, graded and drained, and be maintained in a trash-free manner.

~~D~~E. Spaces shall be adequately illuminated during normal hours of operation.

23.54.055 Compact car spaces.

Any parking lot of four or more spaces may have 25 percent of the provided ~~required~~ spaces marked for compact cars. Compact car spaces for commercial developments must be no less than nine feet wide and 15 feet long. Multifamily development compact car spaces must be no less than be seven and one-half feet wide and 15 feet long. In addition to the dimension standards of this section, all compact car spaces must have adequate back-up space to efficiently and safely negotiate the parking area.

~~23.54.060 Mixed occupancies.~~

~~In the case of mixed uses, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one use shall not be considered as providing required facilities for any other use except as hereinafter specified for a joint use.~~

~~23.54.070 Joint use of parking facilities—Continuance assured.~~

~~Two or more properties may jointly use a common parking facility, provided said facility is jointly owned or otherwise secured by easement or other sufficient legal document that assures continuance of the joint use of said facility.~~

~~23.54.080 Joint use of parking facilities—Spaces required.~~

~~For joint use of parking facilities, the total number of required spaces may be reduced by 10 percent. The number may be reduced by a total of 25 percent with the approval of the board of adjustment. Under the following circumstances, further reduction may be made:~~

~~A. No more than 50 percent of the parking spaces required for a theater, church, bowling alley, dance hall, bar, restaurant, or other enterprise which is primarily a nighttime or Sunday use may be supplied by the off-street parking spaces allocable to certain other types of uses specified under RMC 23.54.020.~~

~~B. No more than 50 percent of the parking spaces required for a bank, business office, retail store, personal service shop, household equipment or furniture shop, or other enterprise which is primarily a daytime and non-Sunday use may be supplied by the off-street parking spaces allocable to certain nighttime or Sunday uses.~~

~~Application to the board of adjustment for more than 10 percent reduction shall be by letter, stating the reasons for the request.~~

23.54.090 Location of parking spaces.

Provided ~~Required~~ off-street parking spaces shall be located as follows:

A. For any type of dwelling: on the same lot with the building to be served.

B. For any other use except one served by an approved joint-use parking facility: on the same lot with, or not more than 500 ~~300~~ feet from, the building or use to be served.

C. For a use served by an approved joint-use parking facility: on the same lot with, or not more than 800 feet from, the building or use to be served.

D. For a planned shopping center: in the location or locations contemplated by the general overall layout scheme for said center at ultimate development (e.g., peripheral parking).

23.54.100 Spaces lost for access.

In situations where parking spaces attributed to one use become the official means of access to another use, the latter use shall, as a condition of site or building plan approval, provide a number of spaces equal to the number rendered unusable. Such spaces shall be in addition to the number required for the new use, and the allocation shall be documented in a manner satisfactory to the administrative official.

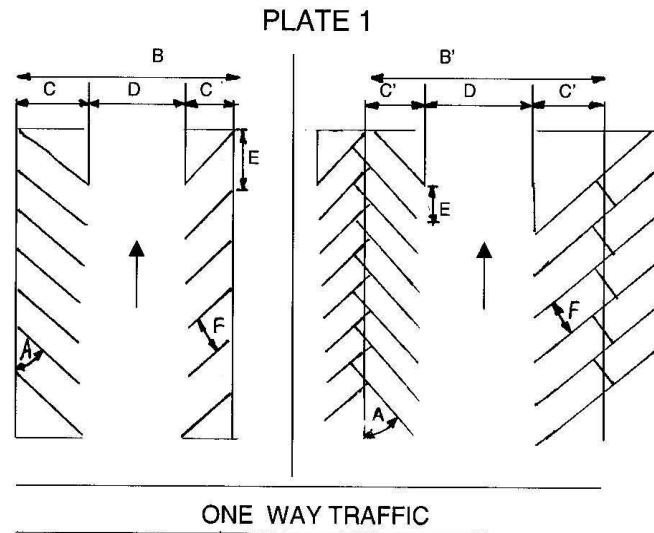
23.54.110 Improvement of parking spaces.

Any parking facility for four or more vehicles shall be improved in accordance with the following requirements:

- A. Off-street parking facilities; including but not limited to a parking, loading, circulation area, aisle, or driveway shall be surfaced with Portland cement, asphaltic concrete, or other approved hard surface in order to provide a ~~durable and~~ dust-free parking surface; and shall be graded and drained so as to dispose of surface water to the satisfaction of the city engineer; and shall be maintained in good condition free of weeds, dust, trash, and debris. Applicants are encouraged to consider use of permeable surfaces as a means to reducing storm water runoff. Hard surface materials other than concrete and asphalt may be permitted and are subject to additional review and prior approval by the Zoning Administrator. ~~Nonemployee parking areas shall be paved and all such spaces shall be delineated by striping as shown in attached Plate 3 which is set forth at the end of this section.~~
- B. Any lighting used to illuminate any off-street parking facility shall be so arranged as to reflect light away from any residential adjoining premises.
- C. No more than two feet six inches of overhang beyond a wheel stop may be counted as part of a parking space. Said overhang shall not interfere with landscaping or decrease the clear width of a sidewalk to less than four feet by its encroachment.
- D. Off-street parking area layout and dimensions shall be not less than as shown by Plates 1, 2 and 3, which are set forth at the end of this section. Exits and entrances shall be approved by the administrative official.
- E. Except for parking spaces or other vehicle use areas under, on, or within buildings, and areas serving single-family and two-family uses, off-street parking facilities shall be landscaped in accordance with RMC 23.54.140.

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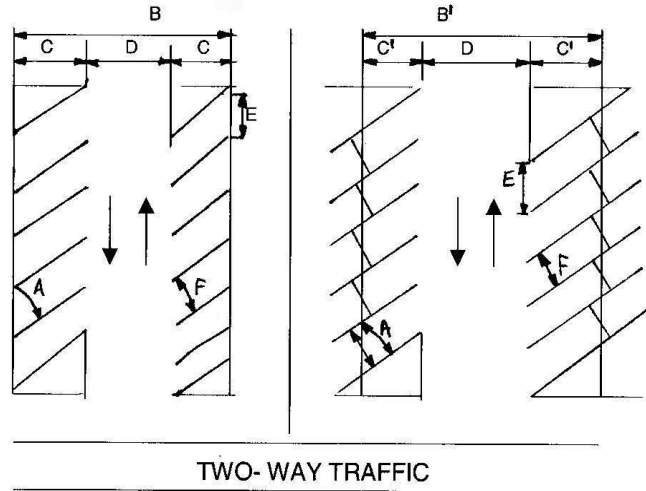
PLATE 1 - 23.54.110



A Parking Angle (Degrees)	B Parking Section Width	C Parking Bank Width	D Traffic Aisle Width	E Curb Length Per Car	F Car Stall Width	B1 Parking Section Width	C1 Parking Bank Width
0	30'	9'	12'	20'	9'	30'	9'
35	49.6'	18.8'	12'	15.8'	9'	42.4'	15.2'
40	51.2'	19.6'	12'	14.1'	9'	44.6'	16.3'
45	53.2'	20.6'	12'	12.7'	9'	46.6'	17.3'
50	54.6'	21.3'	12'	11.7'	9'	48.4'	18.2'
55	56.2'	21.6'	13'	10.9'	9'	51'	19.0'
60	58.8'	21.9'	15'	10.4'	9'	54.2'	19.6'
65	61.0'	22'	17'	9.9'	9'	57'	20.0'
70	62.8'	21.9'	19'	9.6'	9'	59.6'	20.3'
90	64.0'	20.0	24'	9.0'	9'	--	--

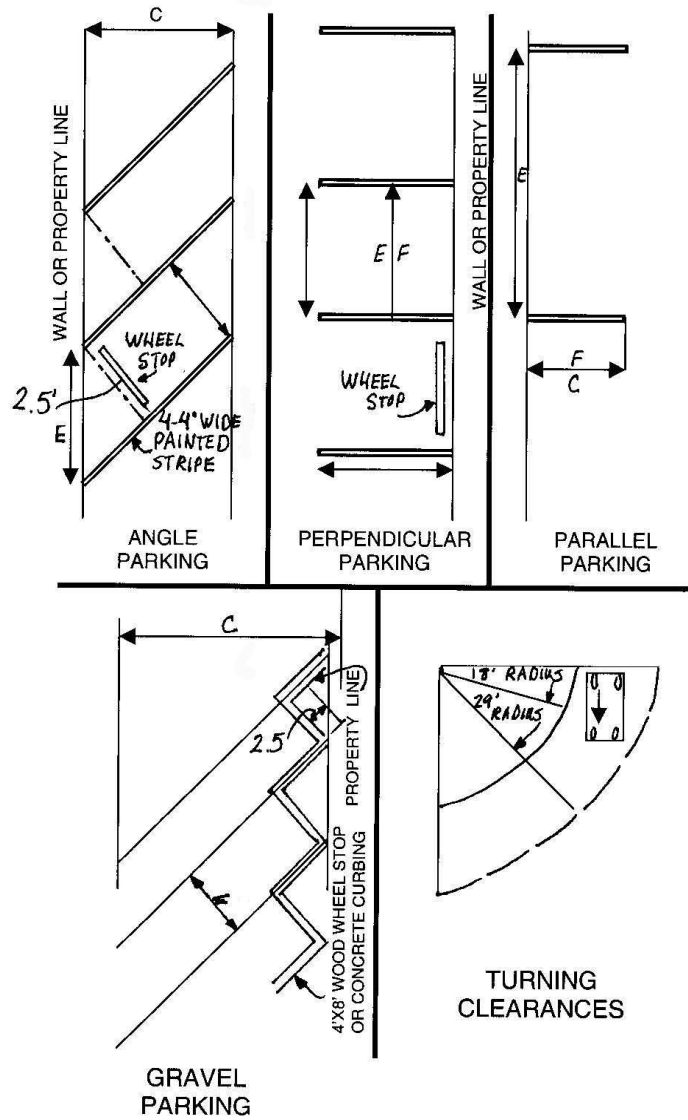
PLATE 2 - 23.54.110

PLATE 2



A	B	C	D	E	F	B1	C1
0	38'	9'	20'	20'	9'	38'	9'
35	57.6'	18.8'	20'	15.8'	9'	50.4'	15.2'
40	59.2'	19.6'	20'	14.1'	9'	52.6'	16.3'
45	61.2'	20.6'	20'	12.7'	9'	54.6'	17.3'
50	62.6'	21.3'	20'	11.7'	9'	56.4'	18.2'
55	63.2'	21.6'	20'	10.9'	9'	58'	19.0'
60	63.8'	21.9'	20'	10.4'	9'	59.2'	19.6'
65	64.0'	22'	20'	9.9'	9'	60'	20.0'
70	63.8'	21.9'	20'	9.6'	9'	60.6'	20.3'
90	64.0'	20.0	24'	9.0'	9'	--	--

PLATE 3



23.54.120 Layout plan.

Prior to the issuance of a permit for any commercial, multiple-family, industrial, public or semipublic building or use, an engineered plan prepared by a licensed civil engineer or licensed architect showing the proposed and existing building or buildings; the layout, dimension and number of parking spaces; and any required landscaping of the lot area, including that required for an off-street parking facility, shall be submitted to and approved by the City Engineer and Zoning Administrator. ~~administrative official~~.

Any landscape plan submitted pursuant to this section shall be in conformance with the requirements of RMC 23.54.140 and shall be prepared by a licensed architect or licensed landscape architect. Said plans shall be drawn to scale, including dimensions and distances, and shall clearly delineate the existing and proposed parking spaces, other vehicle use areas, access aisles, driveways, irrigation systems (sprinklers or water outlet locations), and the name of each plant species (both specific and common name), the location, size and description (including the height and spread of crown at maturity of trees and shrubs) of all landscape materials to be installed or, if existing, to be maintained in accordance with the requirements of RMC 23.54.140. A landscape plan prepared under this section shall be submitted to and approved by the Zoning Administrator.

23.54.130 Loading and unloading.

On every lot in a commercial or industrial district, and on every lot in any district on which is conducted any hotel, public or semipublic use, there shall be provided space, either inside or outside a building, for the loading and unloading of goods and materials. Such space shall be not less than 10 feet in width, 25 feet in length, nor less than 15 feet in height when covered. Such space shall be provided with access to an alley or a street.

23.54.140 Landscaping of parking facilities.

The purpose of landscaping requirements for parking facilities is to protect and promote the public health, safety, and general welfare by reducing wind and air turbulence, heat and noise, and the glare of automobile lights; to act as a natural drainage system and ameliorate stormwater drainage problems; to reduce the level of carbon dioxide and return pure oxygen to the atmosphere; to prevent soil erosion; to provide shade; to conserve and stabilize property values and to otherwise facilitate the creation of a convenient, attractive and harmonious community; to relieve the blighted appearance of parking facilities; and to generally preserve and promote a healthful and pleasant environment.

A. Design Criteria. Landscape areas shall be located in such a manner as to divide and break up the large expanses of pavement; divide and define driveways, parking stalls and corridors; limit cross-taxiing; delineate and separate pedestrian and vehicular traffic and screen parking facilities from abutting properties. Planting areas and landscaping shall be reasonably dispersed throughout the parking lot with the interior dimensions of such areas being sufficient to protect the landscaping materials planted therein and to ensure proper growth. The primary landscaping materials used shall be trees, which provide shade or are capable of providing shade at maturity. Shrubbery, hedges and other planting materials shall be used to complement the tree landscaping, but shall

not be the sole contribution to the landscaping. Effective use of earth berms and existing topography is encouraged as a component of the landscape plan. [Use of native shrub steppe plantings for required landscaping will satisfy these design criteria if the resulting product satisfies Washington Department of Fish and Wildlife standards for Priority Habitat.](#)

B. Interior Coverage. A minimum of five percent of the interior of a parking facility shall be landscaped. Landscaping which is required for screening along the perimeter of any lot and border plantings adjacent to buildings upon which a parking lot abuts shall not be considered as part of the interior coverage requirements. Parking spaces abutting a perimeter for which landscaping is required by other requirements of this section shall not be considered as a part of the interior of the parking facility.

1. For off-street parking facilities providing 10 or fewer parking stalls as required by RMC 23.54.020, and in areas zoned for industrial use, the interior coverage requirements stated herein shall not apply.
2. Any interior landscape area shall contain a minimum of 50 square feet, shall have a minimum dimension of at least five feet, and shall include at least one tree with the remaining area adequately landscaped with shrubs, ground cover or other approved landscaping materials not to exceed three feet in height.
3. Trees shall number not less than one for each 100 square feet of required interior coverage.

C. Perimeter Coverage Adjacent to Abutting Properties. A minimum landscape strip of five feet in width shall be required along any side of a parking facility that abuts adjoining property that is not a public right-of-way when such facilities will not be entirely screened visually by an intervening building or structure; provided, that when such parking facility abuts and is designed in coordination with a parking facility on the adjoining property such landscape strip shall not be required abutting such adjoining parking facility; and provided further, that in areas zoned for industrial use, the perimeter coverage requirements stated herein shall not apply.

1. Perimeter landscape strip shall be planted or installed with a wall, hedge, or other durable landscape barrier to form a continuous screen between the parking facility and abutting property. The height of any such barrier shall be not less than three feet and no more than six feet.
2. Trees shall also be planted for each 40 linear feet and shall have at least 25 square feet of planting area.
3. Where a proposed parking facility abuts an existing hedge, wall or other durable landscape barrier on an abutting property, said existing barrier may be used to satisfy the landscape barrier requirements of this subsection; provided, that said existing barrier meets all applicable standards of this section.

D. Perimeter Coverage Adjacent to Public Right-of-Way. A minimum landscape strip of 10 feet in width shall be required along any side of a parking facility that abuts a public right-of-way, excluding dedicated alleys; provided, that in areas zoned for industrial use, the perimeter coverage requirements stated herein shall not apply.

1. Perimeter landscape strip shall be planted or installed with a wall, hedge, or other durable landscape barrier of at least three feet in height which shall be placed along the parking facility side of such landscape strip.
2. If such a durable barrier is of nonliving material, one shrub for each 10 linear feet shall be planted along the street side of such barrier; provided, that if the shrubs are of sufficient height at the time of planting to be readily visible over the top of such barrier, they may be planted along the parking facility side of such barrier. The remainder of the landscape strip shall be landscaped with ground cover or other approved landscape treatment excluding pavement.
3. At least one shrub for each 50 square feet shall be provided.
4. Trees shall also be planted for each 30 linear feet or portion thereof and shall have at least 50 square feet of planting area.
5. No tree, as measured from its center, shall be located within 10 feet of a street light standard, or within five feet of a fire hydrant, a vehicular driveway, or a public sidewalk.

E. Landscaping Material. Landscaping materials used to achieve the design criteria in conformance with provisions of this section shall conform to the following standards:

1. Trees shall be species having an average mature spread of crown of greater than 15 feet and shall be a minimum of six to eight feet in height and have a diameter at breast height (dbh) caliper of at least one and one-half inches at planting. Diameter at breast height is measured at four and one-half feet from average grade within six feet of the tree trunk so as not to include mounding at the tree base. Trees having an average mature spread of crown less than 15 feet may be substituted by grouping the same so as to create the equivalent of a 15-foot crown spread. Tree species whose roots are known to cause damage to public roadways or other public works shall not be planted closer than 12 feet to such public works, unless the tree root system is completely contained within a barrier being a minimum of five feet deep and five feet wide.
2. Shrubs shall be a minimum of two feet in height when measured immediately after planting.
3. Hedges shall be planted and maintained so as to form a continuous, unbroken, solid, and visual screen within a maximum of two years after time of planting.
4. Vines shall be a minimum of 30 inches in height immediately after planting and may be used in conjunction with fences, screens or walls to meet physical barrier requirements as specified in this section.

5. Lawn grass shall be planted in species normally grown as permanent lawn in Benton County. Grass areas may be sodded, plugged, sprigged or seeded, except that solid sod shall be used in swales or other areas subject to erosion; and provided, that in areas where other than solid sod or grass seed is used, nurse grass seed shall be sown for immediate effect and protection until coverage is otherwise achieved.

6. Ground covers used in lieu of grass shall be planted or installed in such a manner as to present a finished appearance, and if of living material, shall complete coverage within 12 months after planting.

~~F. Coverage Transfer to Public Right-of-Way. For sites where landscaping coverage of a public right-of-way would comply with the general intent and standards of this section, the transfer of the area requirements, or a portion thereof, from within the property line to the public right-of-way may be approved by the city; provided, that the area measurement shall not be less than that required by, and shall comply with, all other design standards and requirements of this section; and further provided, that a revocable permit for use of the right-of-way shall be secured from the city by the owner of the site by stipulating full financial responsibility for costs of movement, replacement and relocation should such permit be revoked by the city.~~

~~FG. Driveway and Street Intersections. To ensure that landscape materials do not constitute a safety hazard, a vision clearance triangle (VCT) shall be provided at all intersections of public rights-of-way and driveways in accordance with Ch. 12.11 RMC. Within this VCT area unobstructed cross-visibility at a level between three feet and 10 feet shall be provided. However, trees having limbs or foliage trimmed, except during early growth stages, so as to not extend into the VCT area shall be allowed. Landscaping material shall not be located closer than four feet from the edge or top of the curb line or driveway apron, except for required ground cover. The VCT for said intersections shall be as follows:~~

- ~~1. At intersections of public rights-of-way the VCT shall be formed by measuring 20 feet along each property line from the intersection and connecting the end point of such lines formed by such measurement.~~
- ~~2. At intersections of driveways with public rights-of-way the VCT shall be formed by measuring 10 feet along the property line and the driveway apron or top of the curb lines and connecting the end point of such lines formed by such measurement.~~

~~GH. Curbing. In order to protect the landscaping materials planted and to ensure proper growth, all planter areas shall be separated from contiguous property, including parking stalls, by curb stops. Such curb stops shall be of Portland cement or shall otherwise conform to Standard Specifications for Municipal Public Works Construction (APWA Standards), or shall be approved by the city engineer.~~

~~HI. Installation. All landscaping shall be installed in a workmanlike manner and according to accepted good planting procedures. All elements of landscaping, exclusive of plant material other than hedges, shall be installed so as to meet all other applicable ordinances and code requirements.~~

IJ. Maintenance. The owner, tenant or duly authorized agent, if any, shall be responsible for the maintenance of all landscaping required pursuant to this section. Such landscaping shall be maintained in good condition so as to present a neat and orderly appearance; shall be kept free from refuse and debris; and living landscape material shall be kept alive and in a healthy condition. If an underground irrigation system is not provided, all landscaped areas shall be provided with a readily available water supply with at least one outlet located within 150 feet of all plant material to be maintained.

1. The administrative official shall inspect all landscaping and no certificates of occupancy or similar authorization will be issued unless the landscaping meets the requirements herein provided.

2. In those cases where landscaping cannot be safely installed due to the time of year without jeopardizing living landscape material, or for other good cause, a temporary certificate of occupancy may be issued for a period of six months; provided, that the property owner, lessee, or duly authorized agent shall furnish satisfactory assurances guaranteeing installation of the approved landscaping.

JK. Landscaping of Existing Lots. Any reconstruction of a building or structure or lot area, including off-street parking facility, consisting of increases of 50 percent or greater of the existing building lot area or parking facility shall be subject to the standards specified herein. In such cases, the existing parking facility, as well as any new facility, shall be improved in accordance with the standards stated herein; provided, that:

~~1. A sufficient period of time, but no longer than three years, shall be allowed to bring existing development into compliance with the standards stated herein.~~

12. In instances where existing parking spaces are used to achieve compliance, the parking facility shall be considered to comply with the parking standards and requirements of RMC 23.54.020; provided, however, that no more than 10 percent of the total number of required spaces may be removed for purposes of providing landscape areas.

23. No alteration of existing building nor acquisition of additional land to increase the lot area shall be required in order to bring the property into compliance with the landscaping requirements herein.

23.54.150 Adjustments of landscaping standards.

Where literal interpretation of the provisions of RMC 23.54.140 or special conditions or circumstances exist which would create a hardship in the development and/or maintenance of the landscaping, or where easements, pedestrian ways, trail systems, existing vegetation, continuity of design concepts within a zoning district, parking design, emergency vehicle access, or other matters of public design, safety or welfare would be promoted, the administrative official may adjust the provisions of RMC 23.54.140, provided it is determined that such an adjustment will not be contrary to the public interest and will be in keeping with and preserve the intent of RMC 23.54.140.

A. An application for adjustment of landscaping requirements shall be filed on forms prescribed by the city, executed and sworn to by the owner or tenant of the property concerned or by duly authorized agents. Such application shall clearly and in detail state what adjustment of requirements are being requested and the reasons such adjustments are warranted, and shall be accompanied with such supplementary data, such as sketches, surveys and statistical information as is deemed necessary to substantiate the adjustment.

B. Any decision of the administrative official, under this section, may be appealed by the applicant to the board of adjustment. Such an appeal shall be heard by the board of adjustment in accordance with RMC 23.70.070.

23.54.160 Perimeter landscaping of industrial facilities.

Plans for construction and development of new uses on parcels of land zoned industrial (I-M, and M-2) pursuant to the city's zoning ordinance shall include, along with other required plans, a landscaping plan that at a minimum sets forth landscape treatment adjacent to all public rights-of-way.

A. Landscape Plan Requirements. A landscaping plan, drawn to scale, shall include the following information:

1. Property boundaries;
2. Location of existing and proposed buildings and uses;
3. Driveway intersections with streets;
4. Location of plantings;
5. Common and scientific names of plantings;
6. Size and description of plantings, height and caliper at planting, and spread of crown at maturity for trees; and
7. Location of underground sprinklers.

B. Minimum Design Criteria. A landscape strip shall be located adjacent to all public rights-of-way in that portion of the parcel on which construction or development is proposed and shall meet the following minimum criteria:

1. The landscape strip shall be a minimum of 10 feet in width.
2. One tree is required for each 40 linear feet or portion thereof of the required landscape strip, and each tree shall have at least 50 square feet of planting area. Trees shall be planted in a balanced manner throughout the required landscape strip but are not required to be planted on 40-foot centers.

3. No tree, as measured from its center, shall be located within 10 feet of a street light standard, or within five feet of a fire hydrant, a vehicular driveway, or a public sidewalk.

4. In addition to the required trees, the entire landscape strip shall, at a minimum, include landscape cover of decorative rock, bark, or similar treatment. Vegetative cover of lawn, low-lying shrubs, or flowers are encouraged.

5. Landscape areas shall be provided with an underground irrigation system capable of sustaining the required trees and other planted vegetation. Low water consumptive landscape techniques are encouraged.

C. Landscaping Material. Landscaping materials used to achieve the design criteria set forth in this section shall conform to the following standards:

1. Trees shall be species having an average mature spread of crown of greater than 15 feet and shall be a minimum of eight feet overall height and a one-and-one-half-inch caliper immediately after planting. Trees having an average mature spread of crown less than 15 feet may be substituted by grouping the same so as to create the equivalent of a 15-foot crown spread. Tree species whose roots are known to cause damage to public roadways or other public works shall not be planted closer than 12 feet to such public works, unless the tree root system is installed within an approved root barrier.

2. Lawn grass shall be planted in species normally grown as permanent lawn in Benton County. Grass areas may be sodded, sprigged, or seeded, except that solid sod shall be used in swales or other areas subject to erosion.

D. Installation. All landscaping shall be installed in a workmanlike manner and according to accepted good planting procedures. Trees shall be staked on planting to avoid disturbance by wind and shall remain staked for a minimum of one year after planting.

E. Coverage Transfer to Public Right-of-Way. For sites where landscaping coverage of a public right-of-way would comply with the general intent and standards of this section, the transfer of the area requirements, or a portion thereof, from within the property line to the public right-of-way may be approved by the city; provided, that the area measurement shall not be less than that required by, and shall comply with, all other design standards and requirements of this section; and further provided, that a revocable permit for use of the right-of-way shall be secured from the city by the owner of the site by stipulating full financial responsibility for costs of movement, replacement, and relocation should such permit be revoked by the city.

F. Driveway and Street Intersections. To ensure that landscape materials do not constitute a safety hazard, a vision clearance triangle (VCT) shall be provided at all intersections of public rights-of-way and driveways. Said VCT shall comply with all provisions of Chapter 12.11 RMC, Intersection Sight Distance.

G. Maintenance. The owner, tenant, or duly authorized agent, if any, shall be responsible for the maintenance of all landscaping required pursuant to this section. Such landscaping shall be maintained in good condition so as to present a neat and orderly appearance; shall be kept free from refuse and debris; and living landscape material shall be kept alive and in a healthy condition. Landscaping shall at all times be maintained in a manner consistent with the vehicular sight distance requirements of subsection (F) of this section.

1. The administrative official shall inspect all landscaping and no certificates of occupancy or similar authorization will be issued unless the landscaping meets the requirements herein provided.

2. In those cases where landscaping cannot be installed due to the time of year without jeopardizing living landscape material, or for other good cause, a temporary certificate of occupancy may be issued for a period of six months; provided, that the property owner, lessee, or duly authorized agent shall furnish satisfactory assurances guaranteeing installation of the approved landscaping.

H. Adjustment of Landscaping Standards. Adjustments from the specific requirements of this section shall be reviewed and approved in accordance with the provisions of RMC 23.54.150.

I. Landscaping of Developed Industrial-Zoned Property. On developed industrially zoned properties whenever any structure(s) is altered, expanded or reconstructed in a manner which increases the total gross floor area of structure(s) located on the lot by 50 percent or more ~~over what existed on March 21, 1994~~, or whenever a change of use occurs to an existing structure or facility which increases the required number of parking stalls by 50 percent or more over what was required of the prior use, landscaping of the lot shall be provided in accordance with the provisions of this subsection.

1. The square footage of landscaped area provided pursuant to this subsection shall be the same as would be required if a new facility were constructed on the parcel.

2. Landscaping shall be located on the property in accordance with provisions for new industrial facilities. In those instances where existing structures and/or pavement preclude the location of the required landscaping adjacent to the street right-of-way as set forth for new facilities, landscaping shall be located on the lot in a manner that most closely meets the objectives of the landscaping requirements by providing an aesthetically appealing streetscape and providing for uniformity of appearance in the industrially zoned areas of the city.

3. No alteration of existing structures, acquisition of additional land, or removal of existing asphalt/concrete walks, drives or parking areas shall be required in order to bring the property into compliance with landscaping requirements herein.

J. A temporary exemption may be granted upon the filing and acceptance by the city of an application by any start-up business for a delay in installing required landscaping. This exemption

may be granted up to, but shall not exceed, four years. The following information must be provided by the applicant to the administrative official, to demonstrate:

1. The business has no more than three years of business history;
2. No more than one corporation may be an investor in the start-up business and that corporation cannot own more than 10 percent of the start-up business; and
3. The landscape ordinance imposes a financial burden on the start-up business such that deferral of the required landscaping would increase the likelihood of the new business's success. Criteria to establish this hardship must be provided to the above designated personnel and approval of the exemption shall not be unreasonably withheld. The determination of city staff shall be final.

Section 2. The City Clerk is directed to file with the Auditor of Benton County, Washington a copy of this Ordinance, duly certified by the Clerk as a true copy.

Section 3. This Ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

Section 4. Should any section or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, that decision shall not affect the validity of the Ordinance as a whole or any part thereof, other than the part so declared to be invalid.

Section 5. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance, including but not limited to the correction of scrivener's errors/clerical errors, section numbering, references, or similar mistakes of form.

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the ____ day of _____, 2025.

Theresa Richardson, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

First Reading: _____

Second Reading: _____

Date Published: _____

Exhibit 3



File No. PLN-T1-2025-00308

CITY OF RICHLAND **Determination of Non-Significance**

Description of Proposal: The City of Richland is proposing to amend Richland Municipal Code (RMC) Chapter 23.54, Off-Street Parking and Landscaping, to remove all minimum requirements for the number of off-street parking spaces required within the City.

Proponent: City of Richland
Mike Rizzitiello, Development Services Director
625 Swift Blvd
Richland, WA 99352

Location of Proposal: This code change would affect all land within the City of Richland's municipal boundaries.

Lead Agency: City of Richland

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

() There is no comment for the DNS.

(X) This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for fourteen days from the date of issuance.

() This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

Responsible Official: Mike Stevens

Position/Title: Planning Manager

Address: 625 Swift Blvd., MS #35, Richland, WA 99352

Date: 08/13/2025

Comments Due: 08/29/2025

Signature

SEPA¹ Environmental Checklist

Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use “not applicable” or “does not apply” only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in “Part B: Environmental Elements” that do not contribute meaningfully to the analysis of the proposal.

¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance>

A. Background

[Find help answering background questions](https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background)²

1. Name of proposed project, if applicable:

Amendment to RMC Chapter 23.54 Off-Street Parking and Landscaping.

2. Name of applicant:

City of Richland (City)

3. Address and phone number of applicant and contact person:

City of Richland
c/o Mike Rizzitiello
625 Swift Blvd., Richland, WA 99352
mrizzitiello@ci.richland.wa.us
509-942-7778

4. Date checklist prepared:

8/11/2025

5. Agency requesting checklist:

City of Richland

6. Proposed timing of schedule (including phasing, if applicable):

Final decision made by City Council by end of December 2025

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Not at this time

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

No environmental information has been prepared/will be prepared directly related to this proposal

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Any building permit application or planning approval where parking is required may be affected by this proposal.

10. List any government approvals or permits that will be needed for your proposal, if known.

All Code Amendments must be approved by City Council.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you

² <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background>

to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This is a non-project action to amend Richland Municipal Code (RMC) Chapter 23.54 Off-Street Parking and Landscaping. At a minimum the proposal would bring the RMC in compliance with SB 5184 (see attached), The Parking Reform and Modernization Act, and may ultimately remove all minimum requirements for the number of off-street parking spaces within the City entirely (see attached proposed amendments to RMC Chapter 23.54).

- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

This code change would affect all land within the City of Richland's municipal boundaries.

B.Environmental Elements

1. Earth

[Find help answering earth questions³](#)

- a. General description of the site:

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

- b. What is the steepest slope on the site (approximate percent slope)? Steepest slope is near vertical/90 degrees
- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

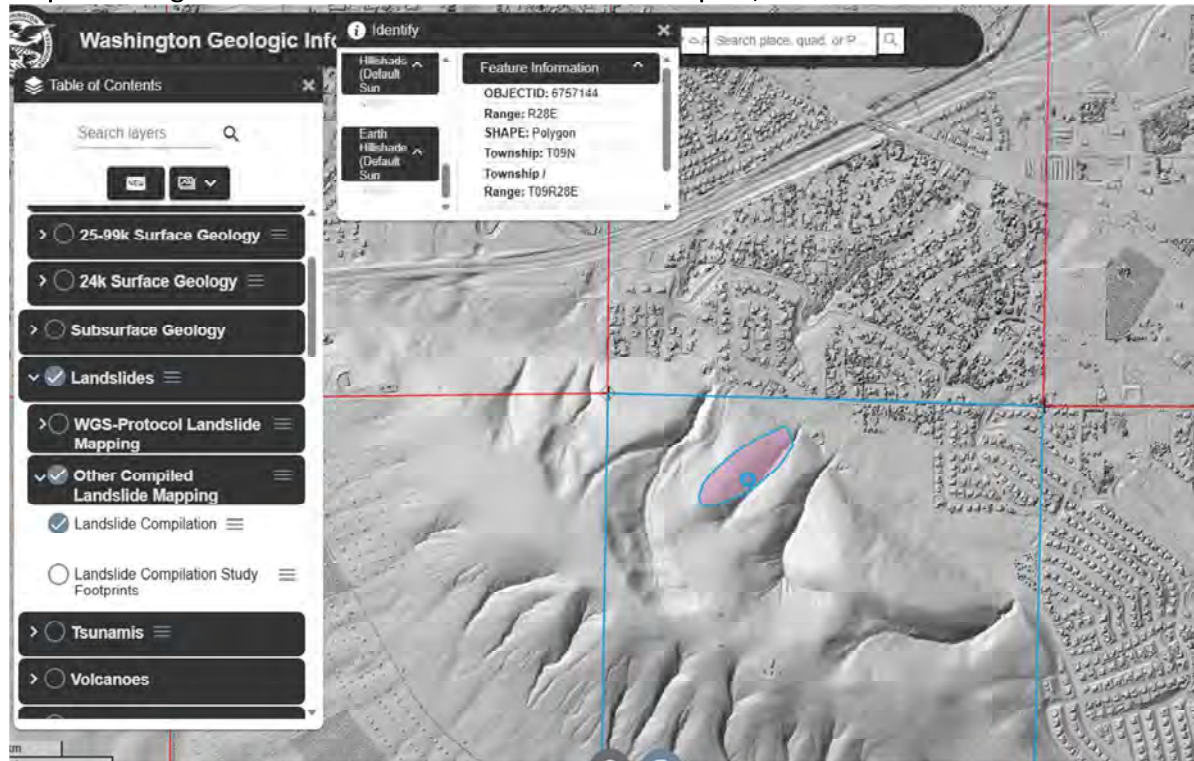
Soil is windblown silt overtop Columbia River Basalt. No soil will be removed as this proposal is a code amendment and a non-project action.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Per Department of Natural Resources Geologic Information Portal, the northeast facing

³ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth>

slope of Badger Mountain suffered a landslide in the past, timeframe unknown



- e. **Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

N/A. This code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no soil disturbance is occurring.

- f. **Could erosion occur because of clearing, construction, or use? If so, generally describe.**

N/A. This code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC therefore no soil disturbance is occurring.

- g. **About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

N/A. This code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no site work will result.

- h. **Proposed measures to reduce or control erosion, or other impacts to the earth, if any.**

N/A. This code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore there are no resulting impacts to the earth.

2. Air

[Find help answering air questions](#)⁴

- a. **What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

N/A. As this proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC no emissions would result.

- b. **Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

N/A, this proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC and would be unaffected by off-site sources of emissions.

- c. **Proposed measures to reduce or control emissions or other impacts to air, if any:**

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

3. Water

[Find help answering water questions](#)⁵

- a. **Surface:**

[Find help answering surface water questions](#)⁶

1. **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Columbia River (Tributary of Pacific Ocean)

Yakima River (tributary of Columbia River) and associated adjacent wetlands especially in the Yakima River Delta

Amon Creek (tributary of Yakima River) and associated adjacent wetlands

2. **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air>

⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water>

⁶ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water>

N/A. This is a non-project action and therefore would not result in any 'work.'

- 3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

N/A. This is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, and would have no associated dredge and fill.

- 4. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.**

N/A. This is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, and not require any surface water withdrawals or discharges.

- 5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

Yes, within the City of Richland lies land within the 1% annual chance floodplain of the Yakima and Columbia Rivers.

- 6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC and will not create waste materials.

b. Ground:

[Find help answering ground water questions](https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater)⁷

- 1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.**

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, requiring no water withdrawals for any purpose.

- 2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

N/A. This is a non-project action that would reduce the number of off-street parking spaces currently required by RMC and will not create waste materials.

⁷ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater>

c. Water Runoff (including stormwater):

- 1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no runoff will result.

- 2. Could waste materials enter ground or surface waters? If so, generally describe.**

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC and will not create waste materials.

- 3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, and therefore has no effect on drainage patterns.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, and therefore no runoff is produced nor will there be an effect on drainage patterns.

4. Plants

[Find help answering plants questions](#)

a. Check the types of vegetation found on the site:

- ☒ **deciduous tree: alder, maple, aspen, other**
- ☒ **evergreen tree: fir, cedar, pine, other**
- ☒ **shrubs**
- ☒ **grass**
- ☒ **pasture**
- ☒ **crop or grain**
- ☒ **orchards, vineyards, or other permanent crops.**
- ☒ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**
- ☒ **water plants: water lily, eelgrass, milfoil, other**
- ☐ **other types of vegetation**

b. What kind and amount of vegetation will be removed or altered?

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no vegetation will be altered or removed.

c. List threatened and endangered species known to be on or near the site.

Umtanum desert buckwheat and White Bluffs bladderpod are located north of the City in the Hanford Reach

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

N/A, this is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no landscaping is proposed not vegetation affected.

e. List all noxious weeds and invasive species known to be on or near the site.

Please see <https://www.bentonweedboard.com/> for a list of class A-C noxious weeds in Benton County

5. Animals

[Find help answering animal questions](#)⁸

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.

Examples include:

- **Birds:** hawk, heron, eagle, songbirds, **other:** various wading birds, ducks, geese, pelican
- **Mammals:** deer, bear, elk, beaver, **other:** coyote
- **Fish:** bass, salmon, trout, herring, shellfish, **other:**

b. List any threatened and endangered species known to be on or near the site.

Chinook Salmon, mid Columbia steelhead, Ferruginous hawk, (Candidate Species: Burrowing Owl, Townsend's Ground Squirrel; Species of greatest conservation need: Black tailed & white tailed jackrabbit)

c. Is the site part of a migration route? If so, explain.

Yes. Richland is within the Pacific Fly Way on which birds and butterflies migrate. Anadromous fish – Salmon, steelhead, white sturgeon, and pacific lamprey - are found in the Yakima and Columbia Rivers.

d. Proposed measures to preserve or enhance wildlife, if any.

N/A. There are no measures proposed to preserve/enhance wildlife because this proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

e. List any invasive animal species known to be on or near the site. northern pike, European green crab.

⁸ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals>

6. Energy and natural resources

[Find help answering energy and natural resource questions](#)⁹

- a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

N/A. There are no energy needs of the proposal because this proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

- b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

N/A. This proposal would have no affect on solar power as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

- c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.**

N/A. This proposal would have no affect on solar power as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

7. Environmental health

[Health Find help with answering environmental health questions](#)¹⁰

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.**

N/A. This proposal would have no effect on the health of the environment as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

1. **Describe any known or possible contamination at the site from present or past uses.**

Soil & Groundwater contamination (radioactive waste) due to the Hanford Site north of Richland, and Horn Rapids Landfill

2. **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou>

¹⁰ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health>

N/A. This proposal is not affected by hazardous chemicals as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

- 3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

N/A. This proposal is not associated with hazardous chemicals as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

- 4. Describe special emergency services that might be required.**

N/A. No emergency services will be required as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

- 5. Proposed measures to reduce or control environmental health hazards, if any, operating life of the project.**

N/A. This proposal is not associated with environmental health hazards as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

b. Noise

- 1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

N/A. Noise will not affect the proposal because this proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

- 2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)?**

N/A. No noise will be generated by the proposal because this proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

- 3. Proposed measures to reduce or control noise impacts, if any:**

None, as there are no noise impacts resulting from this proposal.

8. Land and shoreline use

[Find help answering land and shoreline use questions](https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use)¹¹

- a. **What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

The site is the current City of Richland, WA. No land uses on property adjacent/nearby to the City will be affected.

- b. **Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

Portions of the City have been historically used as working farmlands and some land is still in crop production. No land will be converted from agricultural/forest land to another use because of this proposal.

1. **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

No.

- c. **Describe any structures on the site.**

Primary and Accessory Residential, Commercial and Industrial buildings of all kinds are found within the City

- d. **Will any structures be demolished? If so, what?**

N/A. No structures will be demolished as a result of this proposed code amendment as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

- e. **What is the current zoning classification of the site?**

¹¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use>

Community Districts		
Description	Symbol	Typical Uses
Floodplain district	FP	Pasture, recreation, agriculture
Agricultural district	AG	Agriculture, horticulture, five-acre minimum subdivision
Suburban agricultural district	SAG	Residential uses 43,560 square feet minimum lot size; limited agriculture
Single-family residential district 12,000	R-1-12	Residential uses 12,000 square feet average lot size
Single-family residential district 10,000	R-1-10	Residential uses 10,000 square feet average lot size
Medium-density residential district	R-2	Residential uses 6,000 square feet minimum lot size for a single-family dwelling; 8,000 square feet for duplex dwelling
Medium-density residential – small lot use district	R-2S	Residential uses 4,000 square feet minimum lot size for detached one-family dwelling, 7,000 square feet minimum lot size for two-family dwelling, and 3,000 square feet minimum lot size for attached one-family dwelling
Multiple-family residential district	R-3	Single-family, duplex, multifamily residential; single-family 6,000 square feet; duplex 8,000 square feet; multifamily 1,500 square feet per dwelling unit
Limited business district	C-LB	Offices, clubs, motels, hotels, clinics, apartments
Neighborhood retail business district	C-1	Convenience stores serving immediate neighborhood
Retail business district	C-2	Retail activities, motels, hotels, etc.
General business district	C-3	Retail-wholesale; small fabricating; used/new car sale
Central business district	CBD	Central business mixed uses
Waterfront	WF	Commercial and residential water oriented uses
Commercial winery	CW	Wineries and supporting uses
Commercial recreation	CR	Marina, resort, hotel, recreation
Medium industrial	I-M	Manufacturing district
Heavy manufacturing district	M-2	Manufacturing, warehousing and related uses
Business and commerce use district	B-C	Business and commercial uses
Business research park use district	B-RP	Business research and business park uses
Parks and public facilities	PPF	Parks, playgrounds, and public facility uses
Natural open space district	NOS	Undeveloped open space, pedestrian trails
University district	UNIV	Uses related to university campus

f. What is the current comprehensive plan designation of the site?

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

g. If applicable, what is the current shoreline master program designation of the site?

Natural, Recreation Conservancy, Recreation, Rural Residential, Waterfront, and Industrial Conservancy

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Yes, portions of the City have been classified as Critical Areas. See attached Adopted Critical Areas Maps (attached)

i. Approximately how many people would reside or work in the completed project?

Just over 60,000 people are estimated to live in the City and the City has a workforce of approximately 32,000 people.

j. Approximately how many people would the completed project displace?

N/A. No one will be displaced by this proposed code amendment as the proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

k. Proposed measures to avoid or reduce displacement impacts, if any.

None, because there are no displacements.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

No proposed measures.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

None, because there are no impacts to agricultural/forested land anticipated.

9. Housing

[Find help answering housing questions](#)¹²

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None. This proposed code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None. This proposed code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

c. Proposed measures to reduce or control housing impacts, if any:

None, because there are no housing impacts.

10. Aesthetics

[Find help answering aesthetics questions](#)¹³

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

N/A. No structures are proposed with this proposed code amendment; proposal is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

¹² <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing>

¹³ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics>

b. What views in the immediate vicinity would be altered or obstructed?

None

c. Proposed measures to reduce or control aesthetic impacts, if any:

None, because there are no aesthetic impacts.

11. Light and glare

[Find help answering light and glare questions](#)¹⁴

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

N/A. The proposed code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no light/glare will result.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

N/A

c. What existing off-site sources of light or glare may affect your proposal?

No off-site sources of light/glare will affect the proposal.

d. Proposed measures to reduce or control light and glare impacts, if any:

None, because there are no light/glare impacts.

12. Recreation

[Find help answering recreation questions](#)

a. What designated and informal recreational opportunities are in the immediate vicinity?

Fishing/Swimming/Boating on Columbia & Yakima Rivers; Howard Amon Park; Community Parks & playgrounds ;various biking/walking trails: Urban Greenbelt, Sacajawea Heritage, Keene, Shelter Belt; Amon Basin Preserve

b. Would the proposed project displace any existing recreational uses? If so, describe.

No recreational uses will be displaced. This proposed code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

¹⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare>

None, because there are no impacts to recreation.

13. Historic and cultural preservation

[Find help answering historic and cultural preservation questions](#)¹⁵

- a. **Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.**

The City is filled with buildings/structures/sites that are listed or eligible for listing in preservation registers, but are not listed in this checklist as they do not contribute meaningfully to the analysis of this proposal.

- b. **Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

Yes, there are landmarks, features, and material evidence of Indian and historic use and occupation. Professional studies are not listed as they do not contribute meaningfully to the analysis of this proposal.

- c. **Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

No methods were used to assess potential impacts to historical or cultural resources, because this proposal is a non-project action that will not result in any impacts.

- d. **Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

No proposed measures because there will be no loss, changes to, or disturbance of historical or cultural resources.

14. Transportation

[Find help with answering transportation questions](#)¹⁶

- a. **Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

Please see attached transportation map.

¹⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p>

¹⁶ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation>

- b. **Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

The City is served by Ben Franklin Transit (bus system). More information can be found at <https://www.bft.org/>

- c. **Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

No.

- d. **Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

No water, rail or air transportation use will result from the proposed code amendment. The City is home to a small municipal airport under the ownership and management of the Port of Benton.

- e. **How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

N/A. The proposed code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no vehicular trips will be generated.

- f. **Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

No.

- g. **Proposed measures to reduce or control transportation impacts, if any:**

No measures proposed because there will be no impacts.

15. Public services

[Find help answering public service questions¹⁷](#)

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

There is a potential that eliminating off street parking requirements would increase bus-ridership.

¹⁷ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services>

- b. **Proposed measures to reduce or control direct impacts on public services, if any.**
There are no measures to reduce/control impacts to public services as part of this proposal.

16. Utilities

[Find help answering utilities questions¹⁸](#)


- a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:**
- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

N/A. The proposed code amendment is a non-project action that would reduce the number of off-street parking spaces currently required by RMC, therefore no utility service will be needed/used/proposed.

C. Signature

[Find help about who should sign¹⁹](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

X 

Type name of signee: Mike Rizzitiello

Position and agency/organization: Development Services Director

Date submitted: 8/13/2025

¹⁸ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities>

¹⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature>

D. Supplemental sheet for nonproject actions

[Find help for the nonproject actions worksheet²⁰](https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-d-non-project-actions)

Do not use this section for project actions.

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

- 1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

Reducing the number of off-street parking spaces currently required by RMC would not increase/not likely increase discharges to water, emissions to air, or the production, storage or release of toxic or hazardous substances.

- **Proposed measures to avoid or reduce such increases are:**

No measures are proposed because there will be no increases.

- 2. How would the proposal be likely to affect plants, animals, fish, or marine life?**

Reducing the number of off-street parking spaces currently required by RMC would have no impact on/unlikely to impact plants, animals, fish or marine life.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

No measures are proposed because there will be no impacts.

- 3. How would the proposal be likely to deplete energy or natural resources?**

The proposal would not deplete energy or natural resources

- **Proposed measures to protect or conserve energy and natural resources are:**

- No measures are proposed because there will be no impacts.

- 4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

It would be unlikely that reducing the number of off-street parking spaces currently required by RMC would impact any of the items listed in number 4 above.

- **Proposed measures to protect such resources or to avoid or reduce impacts are:**

No measures are proposed because there will be no impacts.

²⁰ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-d-non-project-actions>

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

It would be unlikely that reducing the number of off-street parking spaces currently required by RMC would impact land and shoreline use/cause land/shoreline use incompatible with existing plans. Developers of land would most likely still provide parking when developing a site because Richland/Tri-Cities is auto-dependent, and areas that are considered walkable generally have to be arrived at by automobile as no convenient/rapid transit exists in the area yet and the area is also subject to temperature extremes in summer and winter. A change to land use might be structure parking, rather than surface parking or a building in an area that would be used for surface parking under the current code.

- **Proposed measures to avoid or reduce shoreline and land use impacts are:**

No measures are proposed because there will be no impacts.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

There may be a slight increase in public transportation demand if people find it more convenient to take public transportation than private transportation should developers chose to reduce the parking provided. It is more likely that public parking would be accommodated on public land, rather than private land.

- **Proposed measures to reduce or respond to such demand(s) are:**

No measures proposed to respond to demand as public transport is often underutilized in the City.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The proposal will not conflict with local/state/federal laws or requirements for the protection of the environment. This proposal would bring the municipal code into compliance with Washington SB 5184.

CERTIFICATION OF ENROLLMENT
ENGROSSED SUBSTITUTE SENATE BILL 5184

Chapter 204, Laws of 2025

69th Legislature
2025 Regular Session

MINIMUM PARKING REQUIREMENTS

EFFECTIVE DATE: July 27, 2025

Passed by the Senate April 17, 2025
Yeas 36 Nays 13

JOHN LOVICK
President of the Senate

Passed by the House April 11, 2025
Yeas 64 Nays 31

LAURIE JINKINS
**Speaker of the House of
Representatives**

Approved May 7, 2025 1:22 PM

BOB FERGUSON
Governor of the State of Washington

CERTIFICATE

I, Sarah Bannister, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE SENATE BILL 5184** as passed by the Senate and the House of Representatives on the dates hereon set forth.

SARAH BANNISTER

Secretary

FILED

May 12, 2025

**Secretary of State
State of Washington**

ENGROSSED SUBSTITUTE SENATE BILL 5184

AS AMENDED BY THE HOUSE

Passed Legislature - 2025 Regular Session

State of Washington

69th Legislature

2025 Regular Session

By Senate Housing (originally sponsored by Senators Bateman, Trudeau, Frame, Krishnadasan, Lias, Nobles, Pedersen, Salomon, Shewmake, and Stanford)

READ FIRST TIME 02/07/25.

1 AN ACT Relating to minimum parking requirements; adding a new
2 section to chapter 35.21 RCW; adding a new section to chapter 35A.21
3 RCW; adding a new section to chapter 36.01 RCW; adding a new section
4 to chapter 19.27 RCW; creating new sections; and repealing RCW
5 36.70A.620.

6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

7 NEW SECTION. **Sec. 1.** The legislature finds that predetermined
8 on-site parking requirements needlessly drive up the cost of
9 development, particularly housing; discourage walking and multimodal
10 transit usage; and encourage excessive reliance of automobiles with
11 attendant impacts on human health and greenhouse gas emissions. The
12 legislature further finds that the amount of parking that a project
13 actually needs should be determined on a case-by-case basis by permit
14 applicants sensitive to actual market conditions rather than a one-
15 size-fits-all regulation.

16 NEW SECTION. **Sec. 2.** A new section is added to chapter 35.21
17 RCW to read as follows:

18 (1) A city may not require more than 0.5 parking space per
19 multifamily dwelling unit or more than one parking space per single-
20 family home.

1 (2) A city may not require more than two parking spaces per 1,000
2 square feet of commercial space.

3 (3) A city may not require any minimum parking requirements for:

4 (a) Residences under 1,200 square feet;

5 (b) Commercial spaces under 3,000 square feet;

6 (c) Affordable housing;

7 (d) Senior housing;

8 (e) Child care centers as defined in RCW 43.216.010 that are
9 licensed or certified by the department of children, youth, and
10 families;

11 (f) Ground level nonresidential spaces in mixed-use buildings;
12 and

13 (g) A building undergoing a change of use from a nonresidential
14 to a residential use or a change of use for a commercial use.

15 (4) For purposes of this section:

16 (a) "Affordable housing" has the same meaning as in RCW
17 36.70A.030.

18 (b) "Commercial use" means use for nonresidential business
19 purposes, including retail, office, wholesale, general merchandise,
20 and food services.

21 (5) This section does not apply to requirements for parking
22 spaces permanently marked for the exclusive use of individuals with
23 disabilities in compliance with the Americans with disabilities act.

24 (6) The provisions of this section do not apply:

25 (a) To cities with a population of 30,000 or less, as determined
26 by the population estimate of the office of financial management
27 under RCW 43.62.030;

28 (b) If a city submits to the department of commerce an empirical
29 study prepared by a credentialed transportation or land use planning
30 expert that clearly demonstrates, and the department finds and
31 certifies, that the application of the parking limitations of this
32 section will be significantly less safe for vehicle drivers or
33 passengers, pedestrians, or bicyclists than the city's current
34 parking requirements; or

35 (c) To portions of cities within a one-mile radius of a
36 commercial airport in Washington with at least 9,000,000 annual
37 enplanements.

38 (7) Cities may require parking in excess of the limitations in
39 this section for religious organizations and parking requirements for
40 carpools.

1 (8) Cities are not prohibited from requiring temporary or time-
2 restricted parking. Cities are encouraged to consider the adequacy of
3 drop-off space, waiting space, and accessibility in the design review
4 process when considering the limitations on parking requirements.

5 (9) Cities that have adopted substantially similar policies to
6 the requirements established in this section may apply to the
7 department of commerce for a determination of compliance with the
8 requirements of this section. In determining what is substantially
9 similar, the department of commerce shall consider whether:

10 (a) The city's parking requirements as of July 2025 have the same
11 or lower parking minimums than the requirements of this section;

12 (b) The city's parking requirements are equal to the average
13 number of parking stalls required per residential unit and the
14 average number of parking stalls required per 1,000 square feet of
15 commercial space; and

16 (c) The city's parking requirements for affordable housing,
17 senior housing, housing for people with disabilities, and child care
18 facilities are equivalent to the requirements of this section.

19 (10) Cities may submit a request for a variance from the
20 requirements of this section to the department of commerce if
21 compliance with the requirements of this section would be hazardous
22 to the life, health, and safety of residents as confirmed by a
23 building official or fire marshal, or their designees. A request for
24 a variance may include requests to require additional parking spaces
25 permanently marked for the exclusive use of individuals with
26 disabilities beyond those required for compliance with the Americans
27 with disabilities act based on the planned or likely population,
28 location, or safety of a building, using objective standards.

29 (11) Cities with a population between 30,000 and 50,000 shall
30 implement the requirements of this section within three years of the
31 effective date of this act. Cities with a population of 50,000 or
32 greater shall implement the requirements of this act within 18 months
33 of the effective date of this act.

34 NEW SECTION. **Sec. 3.** A new section is added to chapter 35A.21
35 RCW to read as follows:

36 (1) A code city may not require more than 0.5 parking space per
37 multifamily dwelling unit or more than one parking space per single-
38 family home.

1 (2) A code city may not require more than two parking spaces per
2 1,000 square feet of commercial space.

3 (3) A code city may not require any minimum parking requirements
4 for:

5 (a) Residences under 1,200 square feet;

6 (b) Commercial spaces under 3,000 square feet;

7 (c) Affordable housing;

8 (d) Senior housing;

9 (e) Child care centers as defined in RCW 43.216.010 that are
10 licensed or certified by the department of children, youth, and
11 families;

12 (f) Ground level nonresidential spaces in mixed-use buildings;
13 and

14 (g) A building undergoing a change of use from a nonresidential
15 to a residential use or a change of use for a commercial use.

16 (4) For purposes of this section:

17 (a) "Affordable housing" has the same meaning as in RCW
18 36.70A.030.

19 (b) "Commercial use" means use for nonresidential business
20 purposes, including retail, office, wholesale, general merchandise,
21 and food services.

22 (5) This section does not apply to requirements for parking
23 spaces permanently marked for the exclusive use of individuals with
24 disabilities in compliance with the Americans with disabilities act.

25 (6) The provisions of this section do not apply:

26 (a) To code cities with a population of 30,000 or less, as
27 determined by the population estimate of the office of financial
28 management under RCW 43.62.030;

29 (b) If a code city submits to the department of commerce an
30 empirical study prepared by a credentialed transportation or land use
31 planning expert that clearly demonstrates, and the department finds
32 and certifies, that the application of the parking limitations of
33 this section will be significantly less safe for vehicle drivers or
34 passengers, pedestrians, or bicyclists than the code city's current
35 parking requirements; or

36 (c) To portions of code cities within a one-mile radius of a
37 commercial airport in Washington with at least 9,000,000 annual
38 enplanements.

1 (7) Code cities may require parking in excess of the limitations
2 in this section for religious organizations and parking requirements
3 for carpools.

4 (8) Code cities are not prohibited from requiring temporary or
5 time-restricted parking. Code cities are encouraged to consider the
6 adequacy of drop-off space, waiting space, and accessibility in the
7 design review process when considering the limitations on parking
8 requirements.

9 (9) Code cities that have adopted substantially similar policies
10 to the requirements established in this section may apply to the
11 department of commerce for a determination of compliance with the
12 requirements of this section. In determining what is substantially
13 similar, the department of commerce shall consider whether:

14 (a) The code city's parking requirements as of July 2025 have the
15 same or lower parking minimums than the requirements of this section;

16 (b) The code city's parking requirements are equal to the average
17 number of parking stalls required per residential unit and the
18 average number of parking stalls required per 1,000 square feet of
19 commercial space; and

20 (c) The code city's parking requirements for affordable housing,
21 senior housing, housing for people with disabilities, and child care
22 facilities are equivalent to the requirements of this section.

23 (10) Code cities may submit a request for a variance from the
24 requirements of this section to the department of commerce if
25 compliance with the requirements of this section would be hazardous
26 to the life, health, and safety of residents as confirmed by a
27 building official or fire marshal, or their designees. A request for
28 a variance may include requests to require additional parking spaces
29 permanently marked for the exclusive use of individuals with
30 disabilities beyond those required for compliance with the Americans
31 with disabilities act based on the planned or likely population,
32 location, or safety of a building, using objective standards.

33 (11) Code cities with a population between 30,000 and 50,000
34 shall implement the requirements of this section within three years
35 of the effective date of this act. Code cities with a population of
36 50,000 or greater shall implement the requirements of this act within
37 18 months of the effective date of this act.

38 NEW SECTION. **Sec. 4.** A new section is added to chapter 36.01
39 RCW to read as follows:

1 (1) A county may not require more than 0.5 parking space per
2 multifamily dwelling unit or more than one parking space per single-
3 family home.

4 (2) A county may not require more than two parking spaces per
5 1,000 square feet of commercial space.

6 (3) A county may not require any minimum parking requirements
7 for:

8 (a) Residences under 1,200 square feet;

9 (b) Commercial spaces under 3,000 square feet;

10 (c) Affordable housing;

11 (d) Senior housing;

12 (e) Child care centers as defined in RCW 43.216.010 that are
13 licensed or certified by the department of children, youth, and
14 families;

15 (f) Ground level nonresidential spaces in mixed-use buildings;
16 and

17 (g) A building undergoing a change of use from a nonresidential
18 to a residential use or a change of use for a commercial use.

19 (4) For purposes of this section:

20 (a) "Affordable housing" has the same meaning as in RCW
21 36.70A.030.

22 (b) "Commercial use" means use for nonresidential business
23 purposes, including retail, office, wholesale, general merchandise,
24 and food services.

25 (5) This section does not apply to requirements for parking
26 spaces permanently marked for the exclusive use of individuals with
27 disabilities in compliance with the Americans with disabilities act.

28 (6) The provisions of this section do not apply:

29 (a) If a county submits to the department of commerce an
30 empirical study prepared by a credentialed transportation or land use
31 planning expert that clearly demonstrates, and the department finds
32 and certifies, that the application of the parking limitations of
33 this section will be significantly less safe for vehicle drivers or
34 passengers, pedestrians, or bicyclists than the county's current
35 parking requirements; or

36 (b) To portions of counties within a one-mile radius of a
37 commercial airport in Washington with at least 9,000,000 annual
38 enplanements.

1 (7) A county may require off-street parking if the county's roads
2 are not developed to the standards for streets and roads adopted by
3 the cities within that county.

4 (8) Counties may require parking in excess of the limitations in
5 this section for religious organizations and parking requirements for
6 carpools.

7 (9) Counties are not prohibited from requiring temporary or time-
8 restricted parking. Counties are encouraged to consider the adequacy
9 of drop-off space, waiting space, and accessibility in the design
10 review process when considering the limitations on parking
11 requirements.

12 (10) A county may submit a request for a variance from the
13 requirements of this section to require additional parking spaces
14 permanently marked for the exclusive use of individuals with
15 disabilities beyond those required for compliance with the Americans
16 with disabilities act based on the planned or likely population,
17 location, or safety of a building, using objective standards.

18 (11) Counties that have adopted substantially similar policies to
19 the requirements established in this section may apply to the
20 department of commerce for a determination of compliance with the
21 requirements of this section. In determining what is substantially
22 similar, the department of commerce shall consider whether:

23 (a) The county's parking requirements as of July 2025 have the
24 same or lower parking minimums than the requirements of this section;

25 (b) The county's parking requirements are equal to the average
26 number of parking stalls required per residential unit and the
27 average number of parking stalls required per 1,000 square feet of
28 commercial space; and

29 (c) The county's parking requirements for affordable housing,
30 senior housing, housing for people with disabilities, and child care
31 facilities are equivalent to the requirements of this section.

32 (12) Counties with a population between 30,000 and 50,000 shall
33 implement the requirements of this section within three years of the
34 effective date of this act. Counties with a population of 50,000 or
35 greater shall implement the requirements of this act within 18 months
36 of the effective date of this act.

37 NEW SECTION. **Sec. 5.** A new section is added to chapter 19.27
38 RCW to read as follows:

1 The state building code council shall research and, if necessary,
2 adopt by rule updated accessible parking space requirements in the
3 state building code promulgated under this chapter to align with
4 current research on disability rates among drivers.

5 NEW SECTION. **Sec. 6.** RCW 36.70A.620 (Cities planning under RCW
6 36.70A.040—Minimum residential parking requirements) and 2020 c 173 s
7 3 & 2019 c 348 s 5 are each repealed.

8 NEW SECTION. **Sec. 7.** This act may be known and cited as the
9 parking reform and modernization act.

Passed by the Senate April 17, 2025.
Passed by the House April 11, 2025.
Approved by the Governor May 7, 2025.
Filed in Office of Secretary of State May 12, 2025.

--- END ---

City of Richland

- Future Functionally Classified Street Network

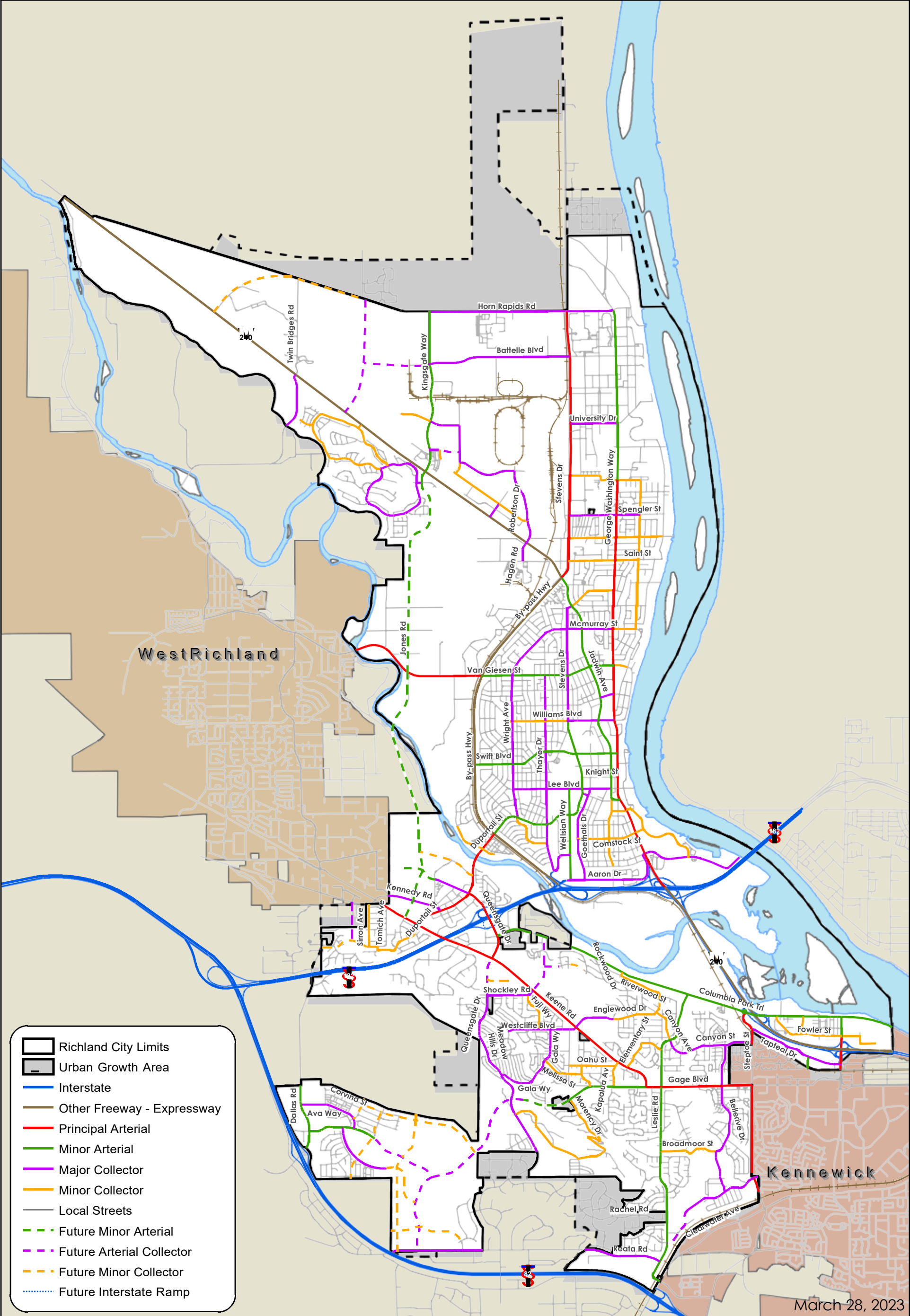


Figure LU-4: Critical Areas Map

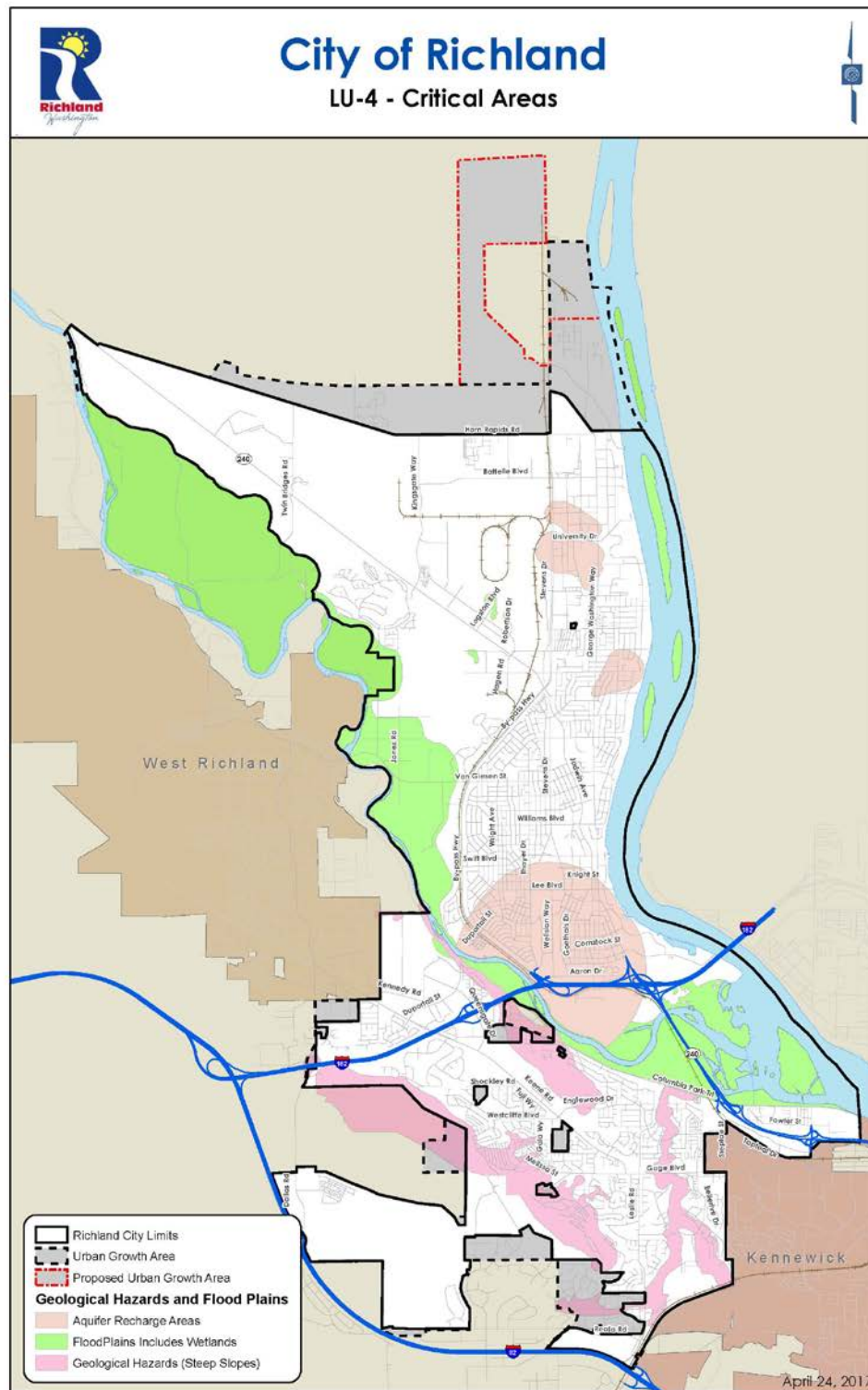
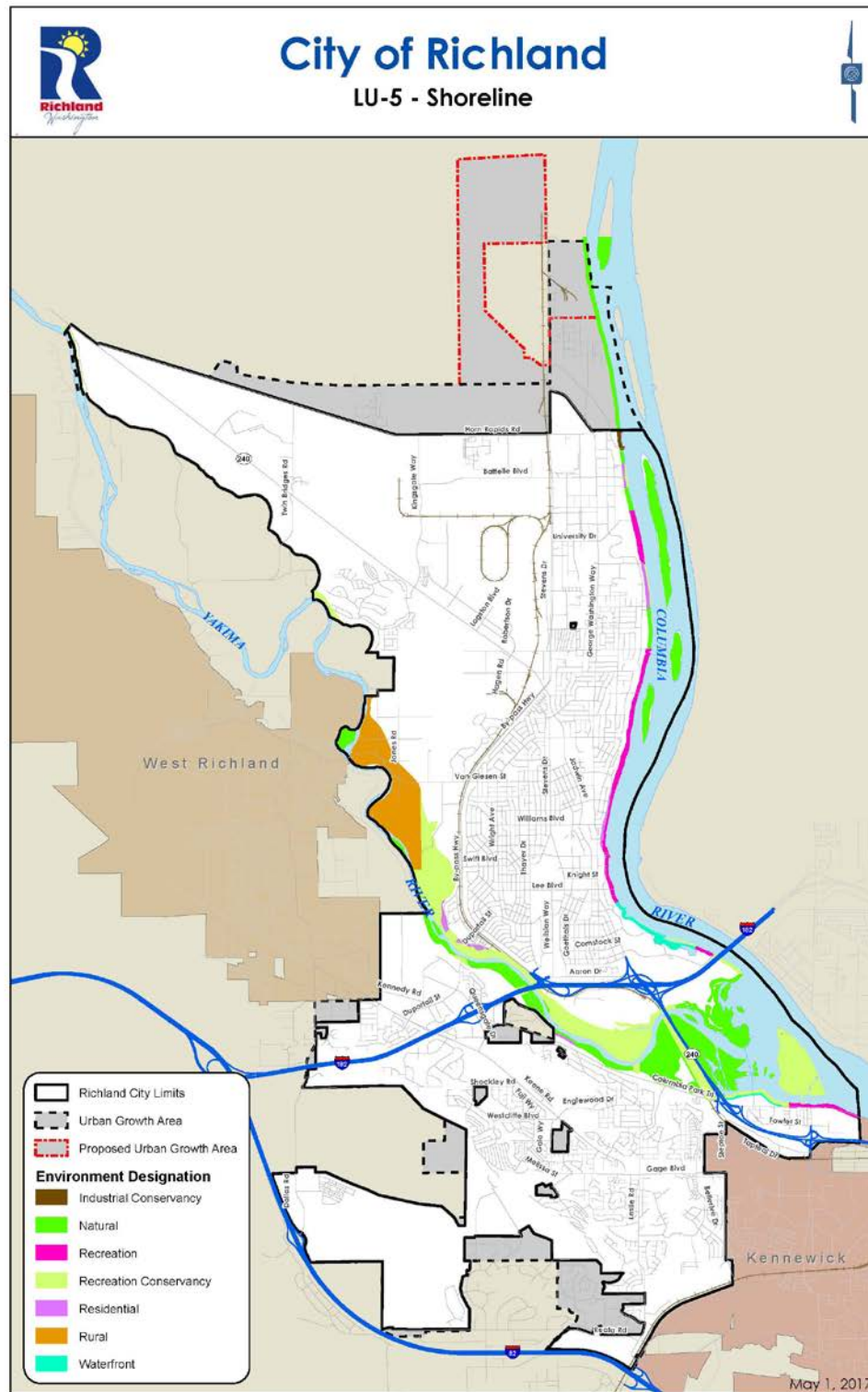


Figure LU-5: Shoreline Map



The Beaufort Gazette
The Belleville News-Democrat
Bellingham Herald
Centre Daily Times
Sun Herald
Idaho Statesman
Bradenton Herald
The Charlotte Observer
The State
Ledger-Enquirer

Durham | The Herald-Sun
Fort Worth Star-Telegram
The Fresno Bee
The Island Packet
The Kansas City Star
Lexington Herald-Leader
The Telegraph - Macon
Merced Sun-Star
Miami Herald
El Nuevo Herald

The Modesto Bee
The Sun News - Myrtle Beach
Raleigh News & Observer
Rock Hill | The Herald
The Sacramento Bee
San Luis Obispo Tribune
Tacoma | The News Tribune
Tri-City Herald
The Wichita Eagle
The Olympian

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Cols	Depth
51422	IPL0263930	Legal Ad - IPL0263930	SEPA-PLN-2025-00308	1.0	43.0L

ATTENTION: CITY OF RICHLAND/LEGALS IP
625 SWIFT BLVD. MS-11
RICHLAND, WA 99352
janderson@ci.richland.wa.us;tclark@ci.richland.wa.us;purchasing@ci.richland.wa.us

CITY OF RICHLAND
NOTICE OF SEPA
DETERMINATION

Date Notice Issued: August 17, 2025, per WAC 197-11-340(2)

File #: PLN-T1-2025-00308

Proponent: Mike Rizzitiello, Development Services Director, City of Richland, 625 Swift Blvd, Richland, WA 99352

Proposal: The City of Richland is proposing to amend Richland Municipal Code (RMC) Chapter 23.54, Off-Street Parking and Landscaping, to remove all minimum requirements for the number of off-street parking spaces required within the City.

Location of Proposal(s): This code change would affect all land within the City of Richland's municipal boundaries.

Determination: The City has reviewed the project for environmental impacts and has issued a determination of non-significance using the process outlined in WAC 197-11-340(2). This may be the only opportunity to comment on the environmental impacts of the proposal.

Public Comments Due: August 20, 2025

Contact: Mike Stevens, Planning Manager
625 Swift Boulevard, MS-35
Richland, WA 99352
mstevens@ci.richland.wa.us

Date Published: Sunday, August 17, 2025
IPL0263930
Aug 17 2025

COUNTY OF BENTON)

SS

STATE OF WASHINGTON)

the undersigned, being duly sworn, deposes and says, I am the Legals Clerk of The Tri-City Herald, a daily newspaper. That said newspaper is a local newspaper and has been approved as a legal newspaper by order of the superior court in the county in which it is published and it is now and has been for more than six months prior to the date of the publications hereinafter referred to, published continually as a daily newspaper in Benton County, Washington. That the attached is a true copy as it was printed in the regular and entire issue of the Tri-City Herald and not in a supplement thereof, and that said newspaper was regularly distributed to its subscribers during all of this period.

1.0 insertion(s) published on:
08/17/25 Print

[Print Tearsheet Link](#)

[Marketplace Link](#)

Sherry Chasteen

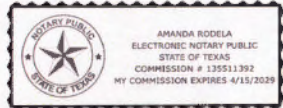


Sherry Chasteen

Amanda Rodela



Sworn to and subscribed before me on Aug 18, 2025, 10:03 AM ED



Online Notary Public. This notarial act involved the use of online audio/video communication technology. Notarization facilitated by SIGNIX*

**CITY OF RICHLAND
NOTICE OF SEPA
DETERMINATION**

Date Notice Issued: August 17, 2025, per WAC 197-11-340(2)

File #: PLN-T1-2025-00308

Proponent: Mike Rizzitiello, Development Services Director, City of Richland, 625 Swift Blvd, Richland, WA 99352

Proposal: The City of Richland is proposing to amend Richland Municipal Code (RMC) Chapter 23.54, Off-Street Parking and Landscaping, to remove all minimum requirements for the number of off-street parking spaces required within the City.

Location of Proposal(s): This code change would affect all land within the City of Richland's municipal boundaries.

Determination: The City has reviewed the project for environmental impacts and has issued a determination of non-significance using the process outlined in WAC 197-11-340(2). This may be the only opportunity to comment on the environmental impacts of the proposal.

Public Comments Due:

August 20, 2025

Contact:

Mike Stevens, Planning Manager
625 Swift Boulevard, MS-35
Richland, WA 99352
mstevens@ci.richland.wa.us

Date Published: Sunday, August 17, 2025

IFL0263930

Aug 17 2025



Exhibit 5

STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

09/02/2025

Mr. Mike Stevens
Planning Manager
City of Richland
505 Swift Boulevard
Post Office Box 190
Richland, WA 99352

Sent Via Electronic Mail

Re: City of Richland--2025-S-9808--Request for Expedited Review / Notice of Intent to Adopt Amendment

Dear Mr. Stevens:

Thank you for sending the Washington State Department of Commerce (Commerce) the Request for Expedited Review / Notice of Intent to Adopt Amendment as required under [RCW 36.70A.106](#). We received your submittal with the following description.

Proposed amendment to Richland Municipal Code (RMC) Chapter 23.54, Off-Street Parking and Landscaping, to remove all minimum requirements for the number of off-street parking spaces required within the City.

We received your submittal on 09/02/2025 and processed it with the Submittal ID 2025-S-9808. Please keep this letter as documentation that you have met this procedural requirement. Your 60-day notice period ends on 11/01/2025.

You requested expedited review under [RCW 36.70A.106\(3\)\(b\)](#). We have forwarded a copy of this notice to other state agencies for expedited review and comment. If one or more state agencies indicate that they will be commenting, then Commerce will deny expedited review and the standard 60-day review period (from date received) will apply. Commerce will notify you by e-mail regarding of approval or denial of your expedited review request. If approved for expedited review, then final adoption may occur no earlier than fifteen calendar days after the original date of receipt by Commerce.

If you have any questions, please contact Growth Management Services at reviewteam@commerce.wa.gov, or call Chaz Bates, (509) 606-3501.

Sincerely,

Review Team
Growth Management Services

Exhibit 6

From: [Rodgers, Deborah \(CONTR\) - TERR-TRI CITIES RMHQ](#)
To: [Stevens, Mike](#)
Cc: [Kinch, James L \(BPA\) - TERR-BELL-1](#); [Connell, Valorie L \(BPA\) - TERR-PASCO](#)
Subject: RE: City of Richland Parking Code Text Amendment PLN-T1-2025-00308 SEPA
Date: Thursday, August 28, 2025 12:25:53 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

Mike,

Bonneville Power Administration (BPA) has had the opportunity to review City of Richland Parking Code Text Amendment PLN-T1-2025-00308 SEPA. In researching our records, we have found that this proposal will not directly impact BPA facilities. BPA does not have any objections to the approval of this request at this time.

If you have any questions or need additional information, please feel free to contact Luke Kinch at (509) 468-3095 or by email at JLKInch@bpa.gov.

Thank you for the opportunity to review this application.

Deborah Rodgers

[BONNEVILLE POWER ADMINISTRATION](#)

[DEPARTMENT OF ENERGY](#)

(CONTR) Actalent

Realty Technician 3 | Real Property Field Services | TERR/Tri-Cities-RMHQ

dxrodgers@bpa.gov | O: 509-544-4749 | C: 360-624-0566

From: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>

Sent: Wednesday, August 13, 2025 3:47 PM

To: Castle, Angela C (CONTR) - TERR-PASCO <ACCastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; BC Planning - Michelle Cooke <Michelle.Cooke@co.benton.wa.us>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; chaz.bates@commerce.wa.gov <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Craig Hamilton <c.hamilton@bces.wa.gov>; Crosepa@ecy.wa.gov <Crosepa@ecy.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Davis, Deanna <d.davis@bces.wa.gov>; Rodgers, Deborah (CONTR) - TERR-TRI CITIES RMHQ <dxrodgers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <erin.hockaday@bfhd.wa.gov>; Former Orchards <FormerOrchards@ecy.wa.gov>; GIS <gis@co.benton.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>;

Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jack Howard <jack.howard@bfhd.wa.gov>; Jason McShane <jmcsbane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; Kinch,James L (BPA) - TERR-BELL-1 <JLKinch@bpa.gov>; Jodeer@bfhd.wa.gov; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Kramer, Steve <skramer@ci.richland.wa.us>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Acevedo, Mizaal <macevedo@CI.RICHLAND.WA.US>; Cummings,Nicole M (BPA) - TERR-TRI CITIES RMHQ <NMCummings@bpa.gov>; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Paul Gonseth <gonsetp@wsdot.wa.gov>; PublicWorks@co.benton.wa.us; Quentin Wright <QWright@portofbenton.com>; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; Review Team <reviewteam@commerce.wa.gov>; rgoede@noanet.net; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez, Juan <jsanchez@CI.RICHLAND.WA.US>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Schluter, Shaun <sschluter@CI.RICHLAND.WA.US>; SEPA BFHD <SEPA@bfhd.wa.gov>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; Tyler Thompson-Benton County Clean Air <tyler.thompson@bentoncleanair.org>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; WDFW <R3Planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John <jwhittier@CI.RICHLAND.WA.US>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin, Heather <hzanin@ci.richland.wa.us>

Subject: City of Richland Parking Code Text Amendment PLN-T1-2025-00308 SEPA

Hello Everybody,

The City of Richland is proposing to amend its Parking and Landscaping regulations by removing all minimum parking requirements for new developments within the City, as well as make other minor modifications to the parking/landscaping requirements. The proposed amendment would apply citywide and is anticipated to go before the Planning Commission for an open-record hearing on Wednesday, September 24, 2025. Please review the attached materials relative to your agency's regulations and submit any comments pertaining to SEPA (environmental impacts) no later than 5:00 PM on Friday, August 29, 2025. Comments may be submitted via e-mail to planning@ci.richland.wa.us or mailed to: Richland Development Services Department, 625 Swift Boulevard, MS #35, Richland, WA 99352.

If you are unable to open the attachment you may also view the materials online at: <https://www.ci.richland.wa.us/home/showpublisheddocument/18168>

Thank you,

Mike Stevens



Planning Manager

625 Swift Blvd., MS-35 | Richland, WA 99352

509.942.7596

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From: [Chris Sittman](#)
To: [Stevens, Mike](#)
Cc: [Wendy Durado](#)
Subject: RE: City of Richland Parking Code Text Amendment PLN-T1-2025-00308 SEPA
Date: Tuesday, August 19, 2025 2:53:33 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

KID has no comments.

Chris D. Sittman
Engineering Dept./CAD Specialist
Kennewick Irrigation District
2015 S. Ely St.
Kennewick, WA 99337
Desk: 509-460-5435
Cell: 509-873-1123

From: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
Sent: Wednesday, August 13, 2025 3:47 PM
To: accastle@bpa.gov <accastle@bpa.gov>; admin@basindisposal.com; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; BC Planning - Michelle Cooke <Michelle.Cooke@co.benton.wa.us>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton County Planning <Planning.Department@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; chaz.bates@commerce.wa.gov <chaz.bates@commerce.wa.gov>; city@basindisposal.com; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Craig Hamilton <c.hamilton@bces.wa.gov>; Crosepa@ecy.wa.gov <Crosepa@ecy.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxroddgers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; Erin Hockaday <erin.hockaday@bfhd.wa.gov>; Former Orchards <FormerOrchards@ecy.wa.gov>; GIS <gis@co.benton.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Hogan, Jodi <jhogan@CI.RICHLAND.WA.US>; Homero.Gonzalez@ziply.com; ian_gray@yakama.com; Jack Howard <jack.howard@bfhd.wa.gov>; Jason McShane <JMcShane@kid.org>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; JLKinch@bpa.gov; Jodeer@bfhd.wa.gov; John Lyle <john.lyle@bentoncleanair.org>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Ken Gosney <ken.gosney@rsd.edu>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; Development <development@kid.org>; Matthew Berglund <MBerglund@kid.org>; Kramer, Steve

<skramer@ci.richland.wa.us>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>;
Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>;
Acevedo, Mizaël <macevedo@CI.RICHLAND.WA.US>; NMCummings@bpa.gov; Noah Oliver, Yakama
Nation <Noah_Oliver@Yakama.com>; Orr, Bruce <borr@CI.RICHLAND.WA.US>; Paul Gonseth
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<99352RichlandWA-Postmaster@usps.gov>; Ryan Anderson <rand461@ECY.WA.GOV>; Sanchez,
Juan <jsanchez@CI.RICHLAND.WA.US>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; Schluter,
Shaun <sschluter@CI.RICHLAND.WA.US>; SEPA BFHD <SEPA@bfhd.wa.gov>; SEPA Center
<sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit
<sepaunit@ecy.wa.gov>; Seth Defoe <SDefoe@kid.org>; South Central Region Planning
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<R3Planning@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Whittier, John
<jwhittier@CI.RICHLAND.WA.US>; WSDOT Aviation <AviationLandUse@wsdot.wa.gov>; Zanin,
Heather <hzanin@ci.richland.wa.us>

Subject: City of Richland Parking Code Text Amendment PLN-T1-2025-00308 SEPA

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Thank you,



Mike Stevens

Planning Manager

625 Swift Blvd., MS-35 | Richland, WA 99352

509.942.7596

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From: [Lora Rathbone](#)
To: [Stevens, Mike](#)
Subject: SEPA determination RE off street parking and landscaping comment
Date: Wednesday, August 20, 2025 8:30:20 PM

You don't often get email from ldrathbone@outlook.com. [Learn why this is important](#)

[EXTERNAL EMAIL] Exercise caution before clicking links or opening attachments.

I hope I didn't wait too long to send this.

I think it's a great idea to remove requirement for minimum number of parking spaces in Richland. It likely will have a positive environmental impact by allowing for more green space and potentially less driving and more walking.

Lora Rathbone
538 Fuller St
Richland, WA 99354



CITY OF RICHLAND NOTICE OF APPLICATION AND PUBLIC HEARING (PLN-T4-2025-00003)

The City of Richland is proposing to amend the Richland Municipal Code (RMC) Chapter 23.54, Off-Street Parking and Landscaping, to remove all minimum requirements for the number of off-street parking spaces required within the City.

Pursuant to Richland Municipal Code (RMC) Section 19.20 the Richland Planning Commission will conduct a public hearing and review of the proposed code amendment on Wednesday, September 24, 2025 at 6:00 p.m. in the Richland City Hall Council Chambers, 625 Swift Blvd. All interested parties are invited to attend and present testimony at the public hearing.

Environmental Review: The proposal is subject to environmental review. The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed project for probable adverse environmental impacts. A Determination of Non-Significance (DNS) was issued by the City on August 13, 2025 (PLN-T1-2025-00308).

Any person desiring to express his views or to be notified of any decisions pertaining to this application should notify Mike Stevens, Planning Manager, 625 Swift Blvd., MS-35, Richland, WA 99352. Comments may also be emailed to planning@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Wednesday, September 17, 2025 to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing.

Copies of the staff report and recommendation will be available on the City of Richland website www.ci.richland.wa.us beginning Thursday, September 18, 2025.

Comment Period Begins: September 2, 2025

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Cols	Depth
51422	IPL0269718	Legal Ad - IPL0269718	PC PHN PLN-T4-2025-00003	1.0	52.0L

ATTENTION: CITY OF RICHLAND/LEGALS IP
625 SWIFT BLVD. MS-11
RICHLAND, WA 99352
janderson@ci.richland.wa.us;tclark@ci.richland.wa.us;purchasing@ci.richland.wa.us

CITY OF RICHLAND
NOTICE OF APPLICATION,
PUBLIC HEARING

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Date Published: Sunday, September 7, 2025
IPL0269718
Sep 7 2025

COUNTY OF BENTON)
SS
STATE OF WASHINGTON)
the undersigned, being duly sworn, deposes and says, I am the Legals Clerk of The Tri-City Herald, a daily newspaper. That said newspaper is a local newspaper and has been approved as a legal newspaper by order of the superior court in the county in which it is published and it is now and has been for more than six months prior to the date of the publications hereinafter referred to, published continually as a daily newspaper in Benton County, Washington. That the attached is a true copy as it was printed in the regular and entire issue of the Tri-City Herald and not in a supplement thereof, and that said newspaper was regularly distributed to its subscribers during all of this period.

1.0 insertion(s) published on:
09/07/25 Print

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Mary Castro

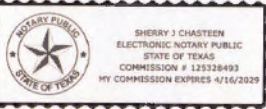


Mary Castro

Sherry J Chasteen



Sworn to and subscribed before
me on Sep 8, 2025, 10:25 AM EDT



Online Notary Public. This notarial act involved the use of online audio/video communication technology. Notarization facilitated by SIGNIX®

**CITY OF RICHLAND
NOTICE OF APPLICATION,
PUBLIC HEARING**

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Date Published: Sunday, September 7, 2025
IFL0269718
Sep 7 2025



Richland

RE: KIMLEY HORN PARKING OPTIMIZATION PROJECT FINDINGS STAFF SUMMARY

DATE: 9/9/2025

Parking Optimization Project Findings were presented to City Council on July 22, 2025.

Kimley Horn was contracted by the City of Richland (City) to review Richland's Municipal Code (RMC) with the goals of complying with Washington State Senate Bill (SB) 5184 and increasing housing, mixed-use development, density, urban infill, and economic development.

Presented three options and recommended Option 2:

I. Option 1: Meet SB 5184: The Parking Reform and Modernization Act

- A. Effective 7/27/2025, should be adopted by municipalities with populations in excess of 50,000 within 18 months of effective date
- B. A city may not require **more than**
 - 1. 0.5 parking space per multifamily dwelling unit
 - 2. one parking space per single-family home
 - 3. two parking spaces per 1,000 square feet of commercial space
- C. A city may **not require any** minimum parking requirements for
 - 1. Residences under 1,200 square feet
 - 2. Commercial spaces under 3,000 square feet
 - 3. Affordable housing (RCW 36.70A.030.17)
 - 4. Senior housing
 - 5. Child care centers as defined in RCW 43.216.010 that are licensed or certified by the department of children, youth, and families
 - 6. Ground level nonresidential spaces in mixed-use buildings
 - 7. A building undergoing a change of use from a nonresidential to a residential use or a change of use for a commercial use
- D. Cities may require parking in excess of the above limitations for religious organizations and parking requirements for carpools.

II. Option 2: Central Business District Parking Minimums abolished, additional code revision

- A. Meet SB 5184, outlined in Option 1
- B. Code Adjustments

1. Bicycles: RMC 23.54.050
 - a) Prioritize bike parking near building entrance
 - b) Increase bike parking minimum from 5 to 10 spaces
 - c) Consider of end-of-trip bike facility requirements for high intensity uses
 2. Joint Use of Parking Facilities: RMC 23.54.070 & .080
 - a) Allow off-site parking to be a permitted shared facility without board of adjustment review
 - b) Off-site parking should be a predetermined distance from development (500 feet)
 3. Layout Plan: RMC 23.54.120
 - a) Encouraging placement of parking in the rear
 - b) Limit number of driveways to minimize conflict with pedestrians
- C. Code Additions
1. Electric Vehicle Charging Stations
 - a) EV charging stations should count towards parking requirements
 - b) Code should also outline definitions, design guidelines, and accessibility considerations
 2. In-Lieu Parking Fee
 - a) Developers can pay fee for not meeting parking requirements
 - b) Fee should be based on the cost of building the lot
 - c) Fee should not exceed predetermined % of total parking requirement
 3. Valet Parking
 - a) Added to RMC 23.54.070 & 0.80
 - b) Management strategy that is a recommended tool for developments using off-site parking
 - c) Tandem or stacked parking can allow for efficient use of limited space

III. Option 3: All City-wide Parking Minimums Abolished