

City of Richland

Island View Subarea Plan

August 2008

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ISLAND VIEW SUBAREA PLAN

1. Purpose

This subarea plan is a supplement to the City of Richland's Comprehensive Land Use Plan and is intended to provide neighborhood specific policy guidance as the City anticipates 20 years of growth in the Island View area. The plan does not provide detailed design information for each parcel on the site, but instead defines the general location, type and scale of developed areas, open space areas, circulation systems for automobiles, bicyclists and pedestrians and location of utility systems.

The City annexed the Richland Wye in 1965. The majority of the housing units were built between 1970 and 1979. Today, an eclectic mix of light industrial, outdoor storage, single and multi-family housing, commercial, recreation and transportation uses exist together.

Island View, however, is an area that has tremendous potential for development. Historically, it has served as a residential neighborhood and center of small business activity. It's proximity to both the Columbia River and the regional shopping mall of Columbia Center and its easy access to SR 240 are attributes that make Island View a unique place within the Tri-Cities. Recent changes to the area, including the expansion of SR 240, the development of the Port of Kennewick's Spaulding Business Park, and lowering of the levee along the Columbia River have all worked to attract increased attention to Island View. All of these factors point to the need for the City to develop and implement an updated Subarea Plan for the area. Previous planning efforts in the Island View area have not been fully implemented, leaving a situation where existing City plans, zoning regulations and current land uses are not consistent.

The subarea plan contains the following objectives:

- To stimulate mixed use development in the Island View area.
- To create a subarea plan that is flexible enough to accommodate the realities of the changing market place while achieving high quality design in new developments.
- To expand the existing mixed-use character of Island View, by promoting high quality commercial, employment and high density residential land uses.
- To identify opportunities for the redevelopment of single family residential neighborhoods to mixed use neighborhoods in a way that protects the existing residents and promotes high quality mixed use re-development of the Island View area.
- To identify opportunities for new development to take advantage of and be oriented towards the waterfront whenever appropriate.
- To provide for appropriate and increased opportunities for public recreation along the waterfront.
- To encourage the development and design of the built environment that embraces walkable spaces, social gathering areas, and links people to places.

- To create a unified community identity for Island View that enables the area to become an integral part of the overall city community.
- To promote a high intensity, safe, pedestrian-friendly environment through the seamless merger of residences, retail stores, and entertainment venues.
- To encourage development of Island View that is strongly connected to the river and where the river itself is made accessible for the general community.
- To encourage the development of Island View in an urban form rather than a suburban pattern.
- To create a unique identity for the Island View area that is defined by a sense of place and distinguished from surrounding neighborhoods.

2. Subarea Profile and Existing Conditions

a. Location

The Island View area is located adjacent and downstream of the confluence between the Yakima and Columbia Rivers. The neighborhood is bounded by the Columbia River to the north, the City of Kennewick to the east and SR 240 to the south and west.

b. Physical Geography

The Columbia River forms the northern boundary of Island View, which contain environmentally sensitive areas. There are no physical obstacles to development in the Island View area. The area generally slopes to the north from the south affording views to the river and to points north of the river into West Pasco, as well as to the east and also toward Rattlesnake Mountain to the west. Sites at the top of the grade and near the freeway have views to the south, back across the freeway towards the Columbia Center Mall.

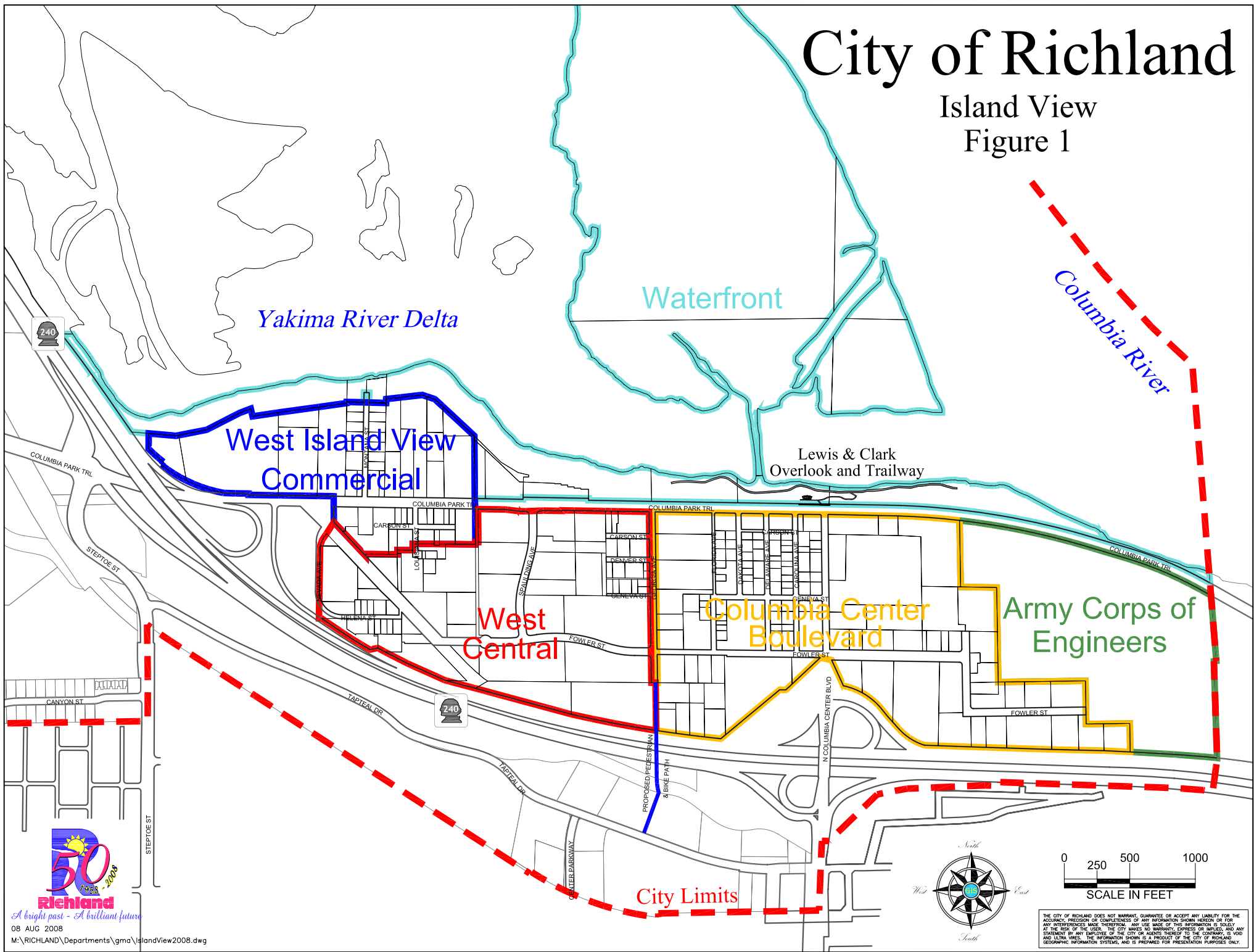
c. Built Environment

Current land/real estate uses within the Island View area are a combination of single family residences, multi-family apartment complexes, vacant land, local and regional retail, light industrial, small offices, public waterfront/park recreational, and heavy commercial.

In order to better analyze the site, several distinct areas of Island View have been identified. These include the West Island View commercial area centered around the SR 240 off ramp and Columbia Park Trail, the waterfront, the Spaulding Business Park property and some small parcels of land to the west of Georgia Street, the Columbia Center Boulevard area from SR 240 to the waterfront, and the Army Corps of Engineers Property. (Refer to Figure 1).

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Island View
Figure 1



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i. Residential Development

There are an estimated 139 single-family and 225 multi-family dwelling units in Island View. The majority of the single-family housing stock was built between 1970 and 1979. The units are modest and provide affordable housing to both owners and renters. Data indicates that 38% of the single family units are owner-occupied, while 85% of all dwelling units are renter-occupied. The City is sensitive to the needs of low and moderate income persons and has developed a strategy to both protect those units as long as owners desire and recognize that, over the long-term, the neighborhood will re-develop into more intense forms of commercial and multi-family housing. The City's strategy to protect affordable housing units is contained in the Land Use and Housing Subelements of this plan.

ii. West Island View Commercial Area

This area, from the western border of the study area to the Spaulding Business Park property in the east, is characterized by a diversity of small businesses. The existing commercial building stock is generally in good repair, however the streetscape is somewhat dilapidated with the majority of the street frontage along Columbia Park Trail lacking curbs and sidewalks and many businesses having unpaved parking areas. Several property owners in the area have made major capital improvements to their properties thereby improving the look and feel of the entire area.

iii. The West Central Area

This area includes the residential properties found to the south of the West Island View Commercial area, the Spaulding Business Park property and the residential area located to the west of Georgia Avenue and south of Columbia Park Trail. The Spaulding Business Park property, a 30-acre site offering retail, office and commercial development opportunities, is located in the geographic center of the neighborhood. The residential area to the south of the West Island View Commercial area is a mix of underdeveloped single family homes, a number of well kept small cottages, and a few dilapidated buildings. The residential area bordered by Georgia Avenue and Columbia Park Trail has predominantly dilapidated single family houses.

iv. The Columbia Center Boulevard Area

This area extends from the waterfront in the north, SR 240 to the south, Georgia Avenue to the west and to the border of the Army Corps property to the east. The Columbia Center Boulevard area includes diversity of land uses from single family and multifamily residential, to retail and light industrial uses. Columbia Center Boulevard serves as the primary gateway to Island View with waterfront restaurants, an auto dealership, a nightclub, and apartments found in close proximity. The streetscape throughout this area is in need of improvement with some exceptions, such as along portions of Fowler Street where there are sidewalks and some landscaping. The restaurants and adjacent Tapteal apartments overlooking the waterfront and the Marina present a positive image of the Island View area.

This area also includes the Lewis & Clark Interpretive Overlook, located at the intersection of Columbia Center Blvd. and Columbia Park Trail, that looks out onto the Columbia River near Bateman Island. The overlook consists of a concrete plaza with a pergola, two interpretive panels a

10' x 16' map of the Lewis & Clark Trail cast into the concrete plaza and a sculpture of Sacagawea. Additional elements of the overlook include a stone wall, landscaping and an ADA accessible connection to the Sacagawea Heritage Trail.

v. Army Corps of Engineers Property

The Army Corps of Engineers controlled property, which forms the eastern boundary of the Island View area, represents a major opportunity for future development. There is a gentle rise which provides excellent views for property nearest the water. This property is included in the city's recreation lease with the Corps and land uses are thereby restricted to recreational use. The property relationship to the waterfront, Columbia Park to the east, the Lithia Ford dealership to the west and its frontage along SR 240 should be considered as its future land use is determined.

vi. Waterfront

The waterfront is perhaps the best attribute of Island View. The existing Wye Park and the nearby path to Bateman Island, Columbia Park West, and the Columbia Marina provide opportunities for active and passive recreation. The entire length of the waterfront has public access, an attribute that should be maintained in any future development. The lowered U.S. Army Corps of Engineers levee running from the Wye Park east along the waterfront to SR 240 includes a leg of the regional Sacagawea Heritage Trail.

d. Utilities

Current utilities systems are adequate to server the Island View area for the next 20 years.

e. Transportation

i. Streets

The existing street network is provided in Figure 1.

ii. Pedestrian and bicycle facilities

The Sacagawea Heritage Trail is the only dedicated pedestrian and bicycle facility in the neighborhood. WSDOT improvements to a portion of Columbia Park Trail in 2007 included multimodal accommodation. Future pedestrian facilities are discussed in the Transportation Subelement.

iii. Transit service

Ben Franklin Transit serves the neighborhood with transit stops, a park and ride facility, vanpool, and various administrative functions at their facility located at the intersection of Columbia Park Trail and Highway 240.

3. Land Use Subelement

a. Existing Comprehensive Plan

The current City of Richland Comprehensive Plan designations for the Island View include waterfront, commercial, and natural and developed open space (see Figure 2).

i. Waterfront

The Waterfront category includes a variety of water-oriented uses such as marinas, boat docks, resorts, mixed commercial/residential development, hotels, and motels in the vicinity of the Columbia River. The intent is to bring significant development to the Columbia Riverfront that is consistent with the City's vision and that incorporates public access recreational features and attractive, high quality development.

ii. Commercial

The commercial land use category includes a variety of retail, wholesale, and office uses. Within this category are professional business offices, hotels, motels, and related uses. It also includes a variety of retail and service uses oriented to serving residential neighborhoods, such as grocery stores, hardware supply and garden supply. This category also includes a mix of general retail and business uses in the Richland Central Business District. Other commercial uses include automobile related uses, and uses that normally require outdoor storage and display of goods.

iii. Natural Open Space

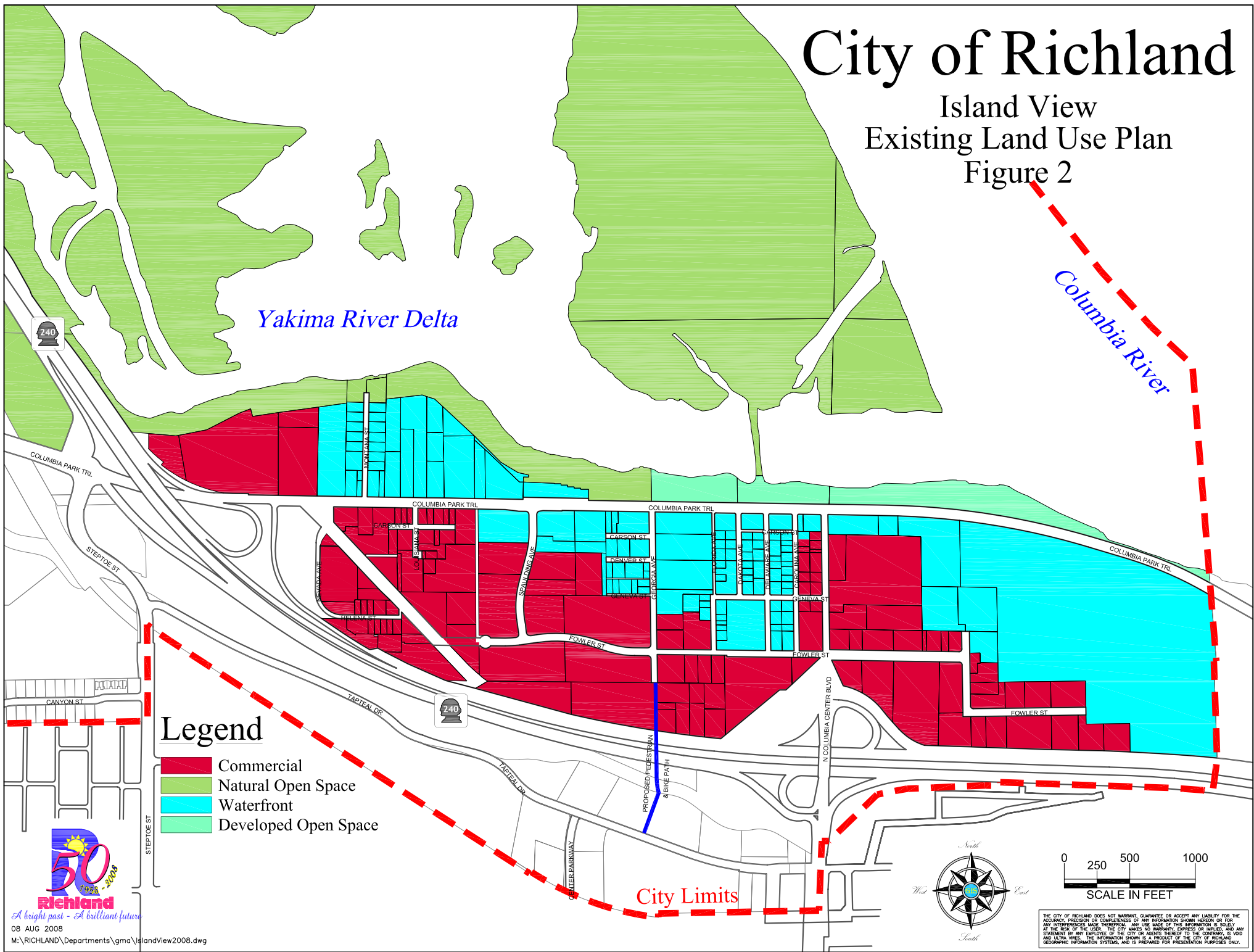
The Natural Open Space category includes lands intended to remain as long-term undeveloped open space with limited public access. This category primarily includes lands associated with the Yakima River floodplain and islands in the Columbia River.

iv. Developed Open Space

This category includes golf courses, federal power transmission and irrigation wasteway easements, private open space, riverfront parks, undeveloped parks, and parks intended for long-term open space needs.

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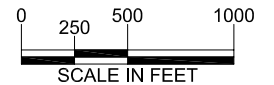
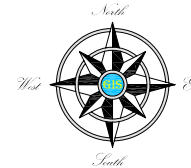
Island View Existing Land Use Plan Figure 2



Legend

- Commercial
- Natural Open Space
- Waterfront
- Developed Open Space

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b. Proposed Comprehensive Plan

The preferred land use plan for the Island View area provides for a mix of land uses ranging from open space to business parks to commercial development (see Figure 3). The preferred land use plan is the result of the technical site analysis, a market study completed by an economic development consultant and public input provided throughout the course of the subarea plan development. The land uses shown on the preferred land use plan establish the overall character and primary uses of the area.

The land use plan is intended to represent the vision for development of the Island View site over the next 20 years. The recommended implementation strategies are designed to complement the land use plan and are also necessary to achieve the vision. The following paragraphs discuss each of the proposed land use categories contained in the preferred land use plan.

One of the issues that poses a challenge to development of a subarea plan for the Island View area are the pockets of single family residential development that are found throughout the area. Properties that may otherwise be well suited for non-residential uses are difficult to convert because of the property ownership patterns and the preferences of some owners to continue to use of their properties for residential uses. The Subarea Plan addresses these areas through the concept of a Single Family Overlay. The Subarea Plan recognizes that the opportunities for commercial re-development of single family residential areas are greatest when a number of residential lots are grouped together.

i. Commercial

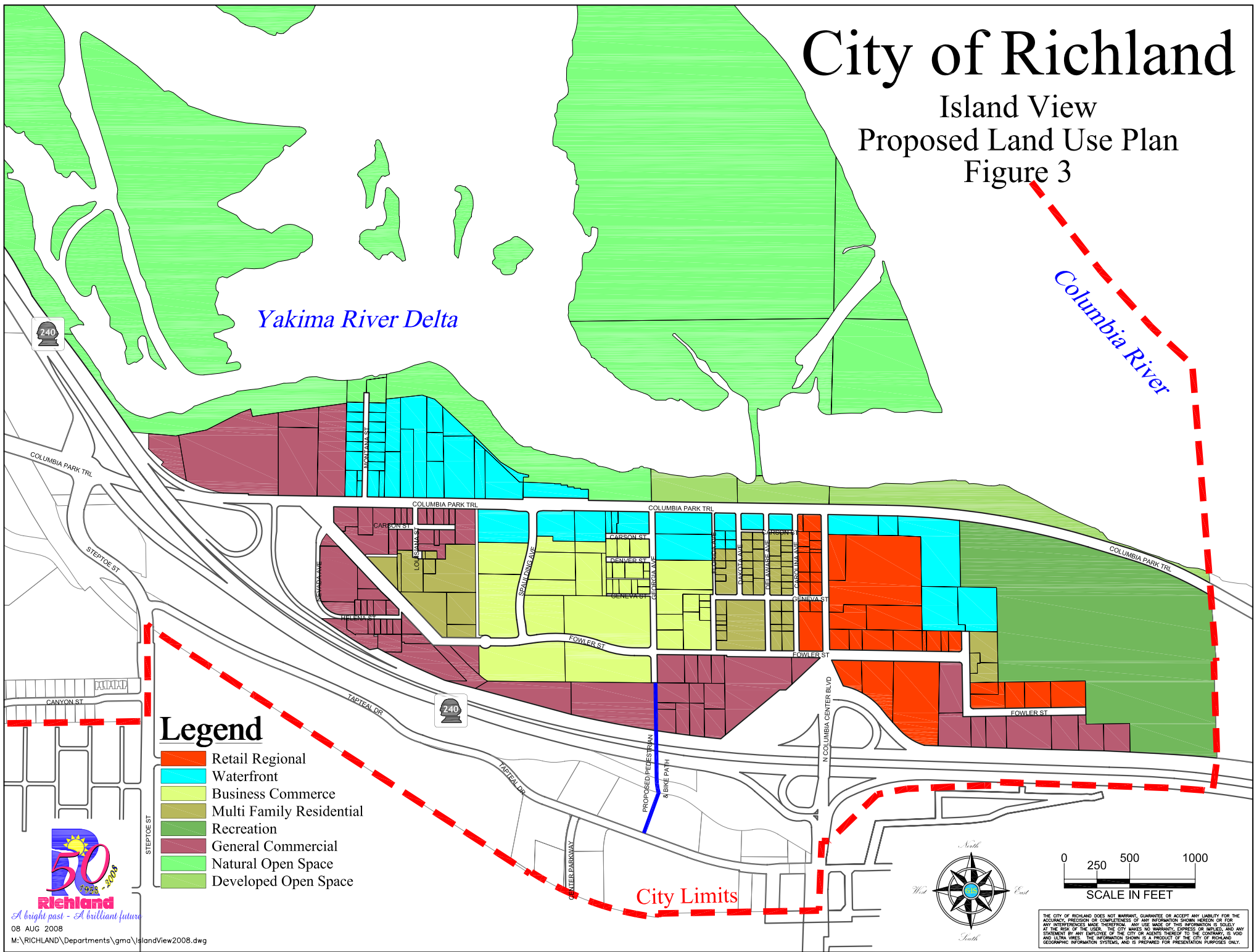
- *Retail Business*– This designation is applied to the existing retail area that is commonly known as Columbia Center North, as well as other nearby locations on Columbia Center Boulevard and Fowler Street. Within this designation, infill retail development is encouraged. Large format region serving retail establishments are also encouraged on parcels large enough to support such uses.
- *General Commercial* – This designation is applied to lands in the southernmost portions of Island View that are adjacent to and visible from SR 240. Within this category new and used auto sales, RV, truck dealers and similar retail uses are encouraged. Service related businesses that require a central location within the Tri-Cities are also included in this designation.

ii. Waterfront

This designation applies to lands along Columbia Park Trail that have views of the Columbia River/Bateman Island. Uses within this category also include lodging (short and long stay), recreational facilities and specialty retail uses that complement and support entertainment uses.

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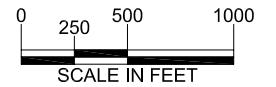
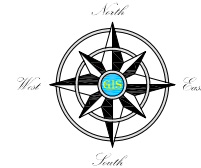
Island View Proposed Land Use Plan Figure 3



Legend

- Retail Regional
- Waterfront
- Business Commerce
- Multi Family Residential
- Recreation
- General Commercial
- Natural Open Space
- Developed Open Space

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iii. Business/Commerce

This designation applies to the Spaulding Business Park and some adjacent properties. It is intended to encourage a variety of professional office buildings, medical and/or dental laboratories, and light industrial uses.

iv. Multiple Family Residential/Office

This designation is applied to several areas within the Island View area, including the east end of Fowler, where the Tapteal Apartments and other adjacent apartment developments are located, and areas in both the central and west end of the Island View, where senior housing or condominium projects would be encouraged. Compatible office and light commercial uses would also be allowed within this designation.

v. Single Family Overlay

This designation is applied to several pockets of single family residences throughout the Island View area, where the property owners have expressed a preference for this designation (see Figure 4). The Subarea Plan map identifies a land use designation other than single family residential for all properties within Island View. For these identified parcels, there are then two designations for the same area: the Single Family Overlay designation and another land use designation. The Single Family Overlay designation would remain in effect, allowing for the continued residential use of the area until such time as the property owners sought a change in use of their property. At that time, the City would re-designate their property to the non-residential use(s) identified in the Subarea Plan in accordance with the City's land use policies.

vi. Commercial Recreation

This designation is applied to the property under the ownership of the United States Army Corps of Engineers (USACE), located at the far eastern end of the Wye. This land is currently under lease to the City for public recreational purposes. Adjacent corps lands are under a similar lease to the City of Kennewick. Together these properties represent a great opportunity to site regional recreational, water-oriented facilities.

vii. Open Space

The open space network includes the entire Columbia River frontage and Bateman Island. It includes the full range of open space uses, from undeveloped Bateman Island, to more active open space areas between the shoreline and Columbia Park Trail. Existing facilities include a boat launch, a park, a marina facility and the Lewis and Clark Overlook facility, as well as a pedestrian trail and bike path along the top of the existing levy. Future development opportunities within this open space area could include recreation equipment rental and small deli or take out counters.

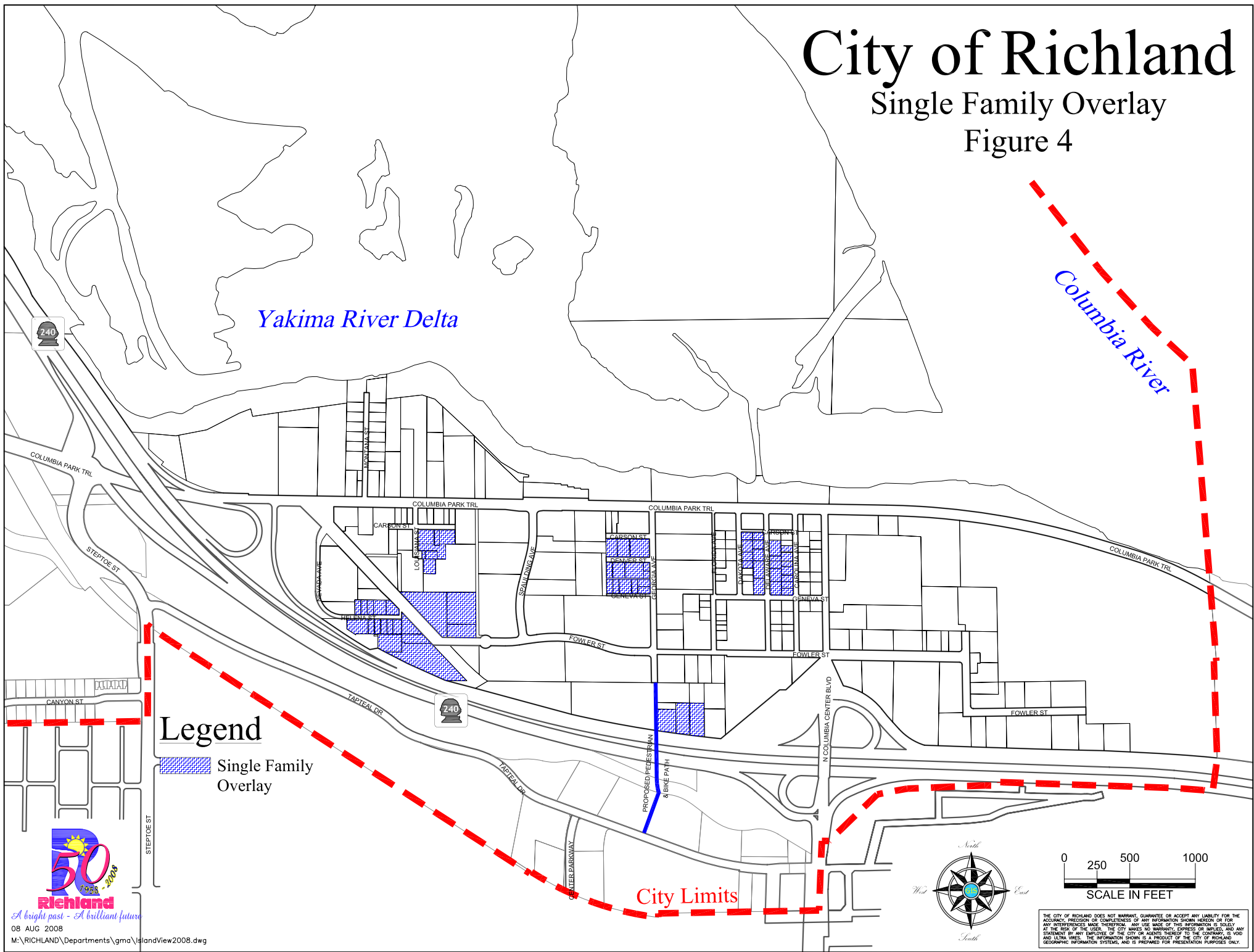
viii. Public Facilities

This designation consists of the Benton-Franklin Transit Authority maintenance facilities and the park and ride lot located in the West Island View Commercial area.

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Single Family Overlay

Figure 4



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c. Existing Zoning

There are seven zoning classifications currently found in the Island View area (See Figure 5). The general characteristic of each of these zoning districts is as follows:

i. C-LB Limited Business Use District

This district is designed to provide an area for the location of buildings for professional and business offices, motels, hotels, and their associated accessory and compatible uses. These include office, medical, schools and municipal buildings, as well as motels, apartment houses, hotels, nursing homes and rest homes. The minimum lot area for apartment houses in this district is fifteen hundred square feet per dwelling unit.

ii. C-2 Retail Business Use District

This is a business zone classification providing for a wide range of retail business uses and services compatible to the core of the City and providing a focal point for the commerce of the City. All activities shall be conducted within an enclosed building except that off-street loading, parking, and servicing of automobiles may be in the open and except that outdoor storage may be permitted when conducted in conjunction with the principal operation which is in an enclosed adjoining building.

iii. C-3 The General Business Use District

This is a zone classification providing a use district for commercial establishments which require a retail contact with the public together with incidental shop work, storage and warehousing, or light manufacturing and extensive outdoor storage and display, and those retail businesses satisfying the essential permitted use criteria of the C-2 use district.

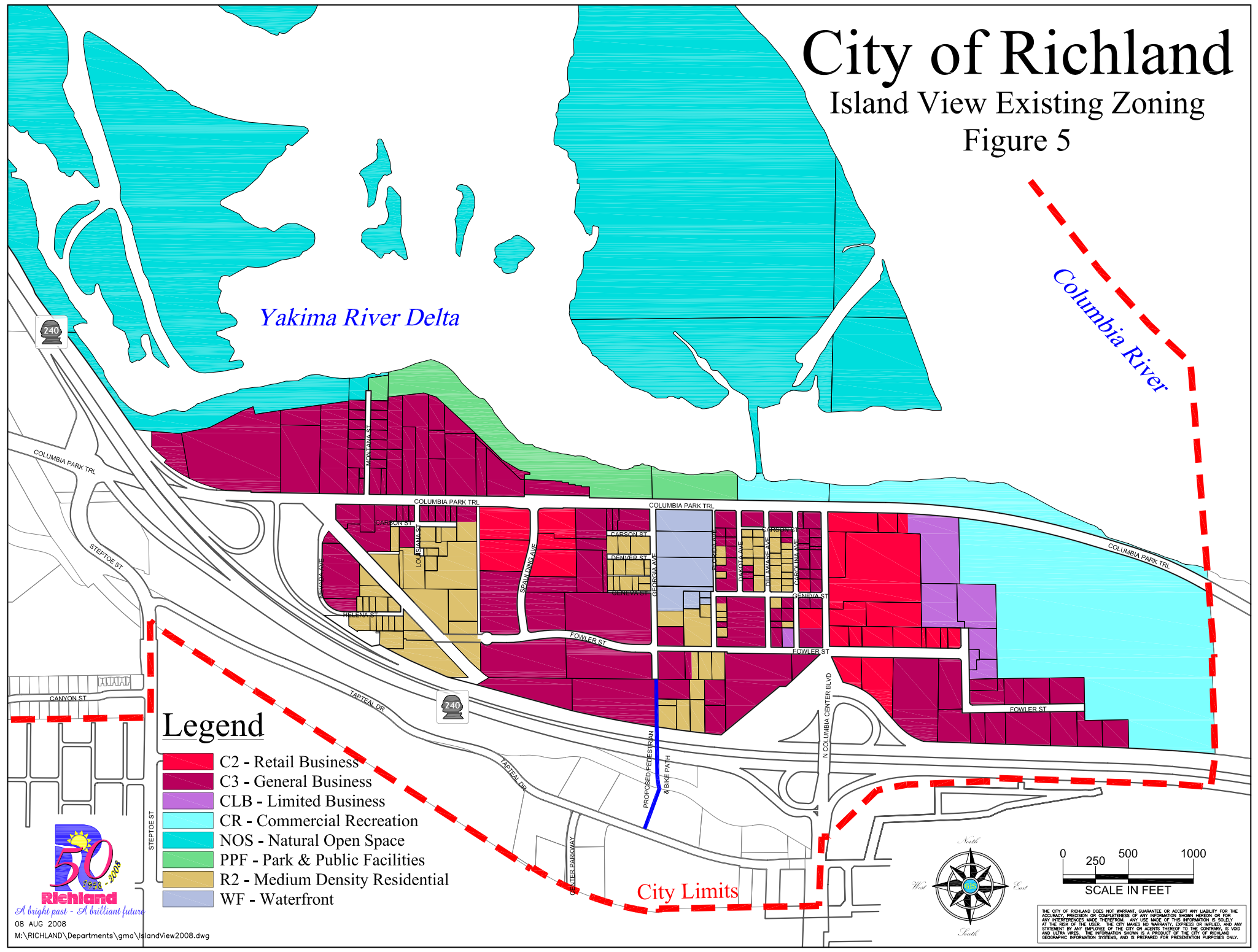
iv. WF – Waterfront Use District

This district is a special commercial and residential zoning classification providing for the establishment of such uses as marinas, boat docking facilities, resort motel and hotel facilities, offices, and other similar commercial, apartment, and multi-family uses which are consistent with waterfront oriented development, and which are in conformance with Title 26, Shoreline Management, and with applicable U. S. corps of engineer's requirements. This zoning classification encourages mixed special commercial and high-density residential uses to accommodate a variety of lifestyles and housing opportunities. Any combination of listed uses may be located in one building or one development (i.e. related buildings on the same lot or site).

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Island View Existing Zoning

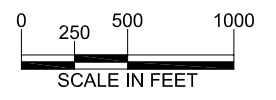
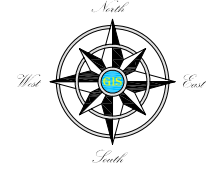
Figure 5



Legend

- C2 - Retail Business
- C3 - General Business
- CLB - Limited Business
- CR - Commercial Recreation
- NOS - Natural Open Space
- PPF - Park & Public Facilities
- R2 - Medium Density Residential
- WF - Waterfront

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v. CR – Commercial Recreation Use District

This District is a special commercial district providing for the establishment of such uses as marinas, boat docking facilities, resort motel and hotel facilities, and other commercial uses which are consistent with waterfront oriented development, and which are in conformance with Title 26, Shoreline Management and with the U.S. Corps of Engineers requirements, and providing for regulations to protect the business and residents of the City from objectionable influences, building congestion and lack of light, air and privacy.

vi. PPF – Parks and Public Facilities Use District

The Parks and Public Facilities district is a special use classification intended to provide areas for the retention of public lands necessary for open spaces, parks playgrounds, trails and structures designed for public recreation and to provide areas for the location of buildings and structures for public education, recreation and other public and semipublic uses.

vii. NOS – Natural Open Space Use District

The natural open space use district is a special use classification intended to provide area for the retention of publicly owned, natural open spaces, that due to their proximity to wetlands, shorelines, flood plains or critical habitat areas are too sensitive for intensive use or development.

d. Proposed Zoning

The proposed zoning plan is intended to implement the comprehensive plan (see Figure 6).

e. Shoreline Management

Since the Island View area has the Columbia River as its northern boundary, any future shoreline development must comply with the City of Richland's shoreline master program. The purpose of the Shoreline Program is to implement the State's Shoreline Management Act of 1971 and to provide for the wise and proper management of shore lands, wetlands and water bodies.

Future shoreline development must abide by the shoreline master program regulations which includes, but are not limited to building setbacks, permit applications, siting of parking areas, and public access to the shoreline. The maximum building height in an urban environment is thirty-five feet, up to fifty five-feet by review. Substantial development within 200 feet of the shoreline requires a shoreline permit.

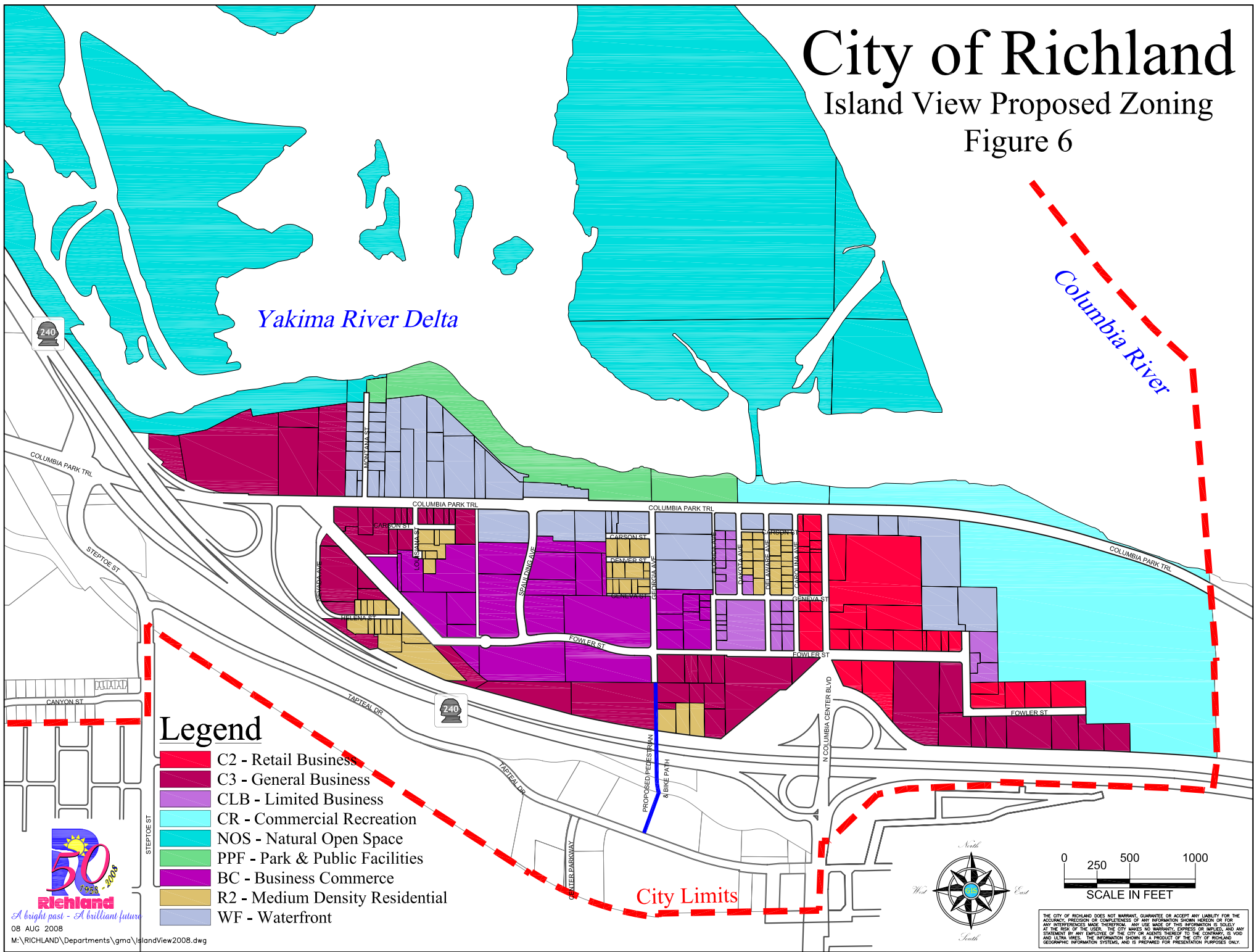
f. Supplemental Land Use Policies to the Comprehensive Plan

In order to fully implement the Island View Subarea Plan, a number of new land use policies, specific to the Island View area, should be incorporated into the City's Comprehensive Plan, as follows:

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Island View Proposed Zoning

Figure 6



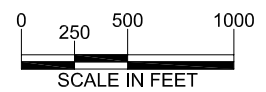
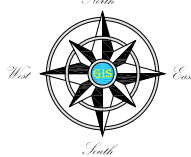
Yakima River Delta

Columbia River

Legend

- C2 - Retail Business
- C3 - General Business
- CLB - Limited Business
- CR - Commercial Recreation
- NOS - Natural Open Space
- PPF - Park & Public Facilities
- BC - Business Commerce
- R2 - Medium Density Residential
- WF - Waterfront

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i. Single Family Overlay

Rationale - The Single Family Overlay designation is based on the concept that successful re-development of single family residential areas requires residential properties to be assembled into larger ownerships and that the timing of re-development is dependent upon market conditions, the ability of developers to assemble properties and the willingness of property owners to sell or re-develop their properties. Further, the premature commercial zoning of these areas discourages the re-investment and maintenance of residential properties.

Land Use Goal: Within Island View, the City will implement a Single Family Overlay land use designation for clusters of property that are currently used as single family residences which have a high probability of being re-developed with non-residential land uses.

Policy 1 - The City will use the Single Family Overlay concept only in those instances where property owners have expressed a preference for its use.

Policy 2 – Areas designated as Single Family Overlay will be zoned for single family residential uses, as identified in the City's R-2 Medium Density Residential zoning district.

Policy 3 – Areas designated as Single Family Overlay will remain as such until property owner(s) bring forward a request to change the zoning to a designation that conforms to the Richland Wye Subarea Plan. In such cases, an amendment to the comprehensive plan is not necessary.

- a) Applicants bringing forward a request to change zoning on property designated Single family Overlay must demonstrate that the land proposed for zoning amendment: a) is large enough to support re-development for non-single family residential land uses; and b) will have sufficient access to City streets and utility systems to support re-development.

Policy 4 - Whenever properties designated with the Single Family Overlay are rezoned for non-single family residential uses in accordance with Policy 3 above, the Single Family Overlay designation shall be removed from the subject property.

g. Actions

To develop an Implementation Plan for Island View that serves to accomplish the following:

- i. Amend zoning ordinance to underlying districts to require development and design requirements which would be compatible with pedestrian-oriented development and impart a "main street" character to the Wye.
- ii. Construct gateway improvements: signage, landscaping, lighting, etc.
- v. Extend the riverfront trail within the Wye.
- vi. Provide upland linkages from the riverfront trail.
- vii. Amend zoning ordinance to require development guidelines for waterfront development that take advantage of river views but does not fully "shut out" the river from the upland areas.

4. Economic Development Subelement

a. Background

The City commissioned an economic development and market analysis of the Island View area in 2004. The analysis included a thorough examination of economic and demographic data, real estate trends, locational pros and cons, existing land use, opportunities for infill development and recommendations for re-development. Highlights of the effort are included below.

b. Locational Attributes and Strategic Advantages

The Island View area has several strategic locational characteristics that provide potential developers and businesses with important real estate advantages. These characteristics include:

- A central location within the Tri-Cities Metropolitan Statistical Area (MSA) at the interchange of a major freeway corridor. Several existing businesses in the Island View area stated that their location choice was based on being able to get to all parts of the Tri-Cities MSA quickly and easily.
- Proximity and sight lines to the Columbia Center Mall and the large concentration of the retail commercial and other real estate attractions in that area. Some regional real estate professionals and businesses in the Island View area consider that proximity a significant asset for locating in the Island View area.
- Visibility from the SR-240 freeway is a positive for businesses that need to draw support from passing traffic. This attribute could also be an attractive feature for a firm that wants its corporate image announced and visible to the region's residents and businesses.
- Close proximity to the river is a positive business amenity, as well as a potential recreation asset. It contributes value to both residential and non-residential real estate within the Island View area.
- The Island View area contains significant recreational amenities within the developed and natural open space areas along the shoreline.
- Relatively easy and quick access to the Port of Benton's Richland airport, Kennewick's Vista Field airport and scheduled air service at the Pasco airport is another potential valuable locational attribute for sites within the Island View area.
- Public agency interest in its development and redevelopment.
- Recent new business growth.
- Low-cost land and buildings.

c. Challenges

Several locational aspects of the Island View area provide a challenge for development and redevelopment. These include:

- The Island View area's close association with the regional mall is tenuous, particularly if the regional mall has problems like other malls around the country with maintaining competitive

retail strength within a region in the face of new forms of dispersed retail, especially large format retail. This could also be a challenge if the trend of moving resident-serving retail to outlying locations within the region continues. If the future development of the Island View area is less oriented to retail development, its association to the mall is less of a potential problem;

- Separation from the main areas of Richland by the Yakima River delta and SR-240 plus separation from the rest of the MSA by the SR-240 freeway, the TCRR, CID canal and the Columbia River limit the practical access to the Island View area to only a few points;
- Lack of a pedestrian connection across SR 240 to Columbia Center area;
- A lack of continuity in the quality of the built environment, development pattern and housing stock;
- A lack of a unified community identity;
- Noise impacts from SR 240;
- Affordable housing transition;
- Fractured ownership patterns. The Island View area will require property assemblage to secure land of an adequate size to proceed with affordable housing or other redevelopment projects.
- Small developed parcels;

d. Evidence of neighborhood turnaround

- Some land assemblage has occurred.
- Existing and planned infrastructure and other public improvement projects.
- Existing viable businesses.
- High quality development and professional business growth in the Spaulding Business Park.
- Real estate speculation is occurring.

f. Inappropriate Land Uses

New heavy industrial uses, extensive processing, and storage uses and single family detached real estate and market segments are not considered appropriate for the Island View area. Heavy industrial uses usually require rail or marine transportation facilities, large amounts of outside storage, 'lay-down' areas, and often produce a whole range of 'spillover' effects (dust, noise, smells, etc) that are incompatible with existing or proposed and uses at the site.

g. Suggested Land Uses

Multi-family and condominium residential uses could be developed in portions of the Island View area if they were appropriately separated or well integrated with commercial uses. There may be a strong "empty nester" and entry-level market for mid-rise waterfront condos, somewhat similar to the type of development that exists in the Columbia Point area. Property fronting on Hwy 240 is expected to develop as auto oriented commercial, interior sections as a mix of employment and

high density housing uses and the waterfront properties with commercial, entertainment and housing options. Please refer to the Land Use Subelement for more discussion of desired land uses.

h. Recent City investments in Island View

- Completion of a Market Analysis
- Redesignation of Comprehensive Plan Industrial Lands
- Completion of Comprehensive Plan Adjustments
- Cleanup of Bateman Island
- Demolish Model Railroad building
- Construction of Lewis and Clark Overlook
- Lowering of U.S. Army Corps of Engineers Levee 2C
- Completion of Riverfront bicycle/pedestrian trail
- Transfer of electrical system from Benton PUD to City of Richland
- Improvement to Wye Park
- Retention of displaced businesses from SR 240 realignment/widening project
- Proactive nuisance abatement
- Expansion of Ben Franklin Transit facilities

5. Transportation Subelement

a. Background

The existing street network in the Island View area generally supports a series of small blocks containing single-family residential units. This street and block pattern is not consistent with a future land use containing higher intensity commercial and multi-family uses.

b. Supplemental Transportation Policies to the Comprehensive Plan

To more effectively accommodate the development of this plan, the city shall consider the vacation of local streets that are no longer necessary.

c. Actions

- i. Include strategic transportation improvements as part of the City's annual capital planning process to compete with other citywide transportation projects.
- ii. Seek partnerships with other neighborhood stakeholders to jointly fund transportation improvements.
- iii. Complete streetscape improvements to Columbia Park Trail. Includes: boulevard treatment, pedestrian amenities, speed limit reduction.
- iv. Construct bicycle/pedestrian crossings across SR 240 to Columbia Center Mall area.

6. Utilities Subelement

a. Background

All utilities currently meet GMA levels of service. Certain facilities may need capacity upgrades as is normal during city maturation. Upgrades will be typically addressed at the time of private development application. The City will work internally and with our partner service providers to ensure that adequate facilities are in place to support the growth anticipated in the neighborhood.

b. Supplemental Utility Policies to the General Plan

No additional policies needed.

c. Actions

- i. Continue to monitor development demand and system capacity and pursue upgrades as necessary.
- ii. Continue to convert the energy distribution system from overhead to below ground.

7. Capital Facilities Subelement

Refer to Capital Facilities Element, six-year TIP, and Richland Capital Facilities Plan for project information within the subarea.

8. Housing Subelement

a. Background

Demographic data indicates that approximately 329 households reside in Island View - 85 percent of which rent their homes or apartments. Approximately 50 single-family homes are occupied by their owners. It is estimated that 14.3% of the population in the Island View area have income below the federal poverty level. The median house value in the neighborhood is \$55,600, monthly rent is \$349 and household income is \$26,604.

The implementation of the preferred land use map will ultimately displace the existing single-family homes. The City desires to protect the affordable housing resource, as long as owners desire, and recognize that more intense land uses are on the horizon. Please refer to the Land Use Subelement to understand the City's use of the "Single Family Overlay" intended to bridge the gap between today's need for affordable housing and tomorrow's new land uses.

Higher intensity multi-family housing is seen as appropriate for most areas of the neighborhood. The housing may be stand-alone structures or integrated with commercial or employment uses. Properties along the waterfront are especially poised to accept market rate multi-family housing products and interior locations may be appropriately developed as mixed-income, mixed use projects.

b. Supplemental Housing Policies to the General Plan

- i. Mixed income housing products are encouraged in the Island View area to maintain and expand the neighborhood's affordable housing inventory.

c. Actions

Pursue funding and partnerships to address affordable housing in Island View.

9. Conclusion

The real estate market has demonstrated that the Island View area is ready for re-development. The intent of this subarea plan is to develop the right mix of land use categories in the neighborhood so that future growth is consistent with city goals. A number of public organizations have made strategic capital investments in facilities, infrastructure and real estate and the private market is now responding as demonstrated by recent development projects and real estate speculation. This planning effort anticipates 20 years of growth and seeks to facilitate a high-quality built environment where residents, employees and visitors can work, live and play.