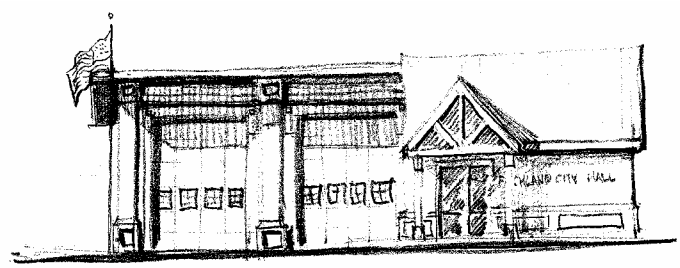
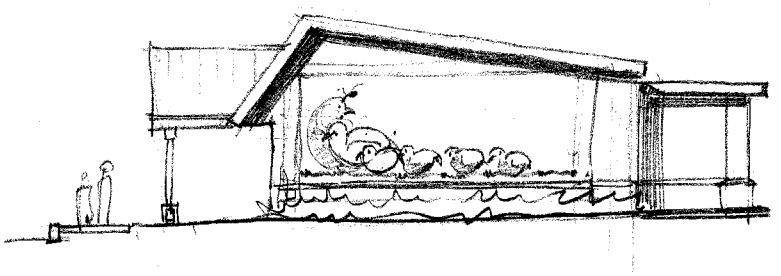
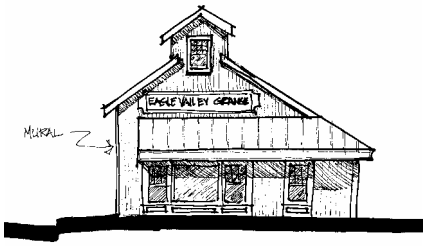
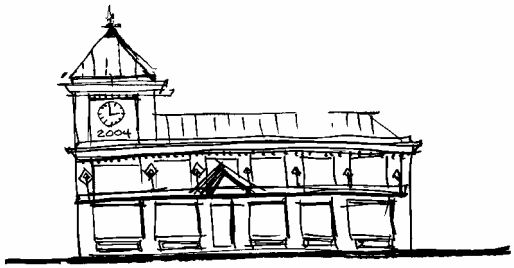
FINAL REPORT

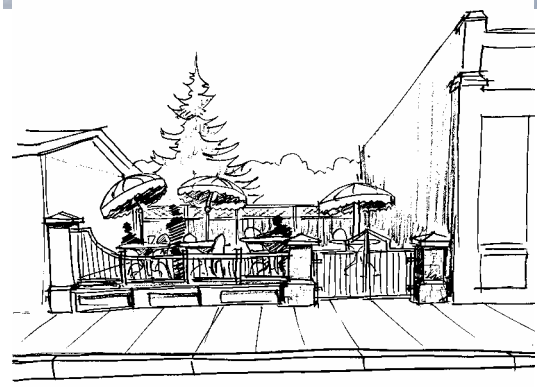
RICHLAND DOWNTOWN PLAN











Prepared For:

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June 17, 2004

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INTRODUCTION

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INTRODUCTION

Purpose

The purpose of the Richland Downtown Plan was to develop a streetscape configuration of Main Street and to develop long term vision of downtown Richland. The need to develop the Main Street streetscape configuration resulted from the Oregon Department of Transportation (ODOT) funding the Main Street improvement project defined in the Richland Transportation System Plan as Improvement Option 5. Improvement Option 5 was a drainage and sidewalk project along Main Street. ODOT decided to expand the project into a full reconstruction project because no drainage exists currently along Main Street and the crown of Main Street is such that another overlay would not meet ODOT standards.

A second purpose of the Richland Downtown Plan was to develop a long term vision of downtown Richland. The long term vision of downtown Richland was created through developing a series of potential façade improvements that would enhance the existing building presence along Main Street. Also, improvement concepts such as a pocket park, city park, gateway features, and mural were developed.

Plan Organization

The Richland Downtown Plan is organized as follows:

- Chapter 1 - Introduction
- Chapter 2 – Goals and Objectives
- Chapter 3 – Existing Conditions
- Chapter 4 – Public Involvement
- Chapter 5 – Development of Alternatives and Future Vision of Downtown Richland
- Chapter 6 – Preferred Alternative
- Chapter 7 - Implementation

Public Involvement

Public involvement was a very component in the development of the Richland Downtown Plan. Public input and stakeholder input was solicited at every major work task. One of the significant project goals was to make the Richland Downtown Plan a consensus community document. This was very important to achieve because the streetscape and long term vision of downtown Richland will be directly related to the livability and quality of life in Richland. Creating a pedestrian-friendly downtown core assures the residents of Richland that their livability and quality of life will not only be maintained but enhanced significantly.

Funding

This project was funded from a grant from the Oregon Department of Transportation (ODOT), Region 5. It should be noted that although the project was funded by ODOT, the contents of the Richland Downtown Plan do not necessarily reflect the views or policies of the State of Oregon. The Richland Downtown Plan was developed in conjunction with ODOT, Region 5; City of Richland; and public input from Richland residents as well as Baker County residents living in the greater Richland vicinity in unincorporated Baker County and represents the majority view of the project stakeholders.

Project Study Area

The study area of the Richland Downtown Plan is Valley Street to the north, Moody Road to the east, Walnut Street to the south, and the city limits to the west. The primary focus of the study was in the downtown area which is defined as Main Street from 3rd Street to Alder Street and ½ block to the north and south of Main Street. Figure 1-1 shows the study area boundaries.

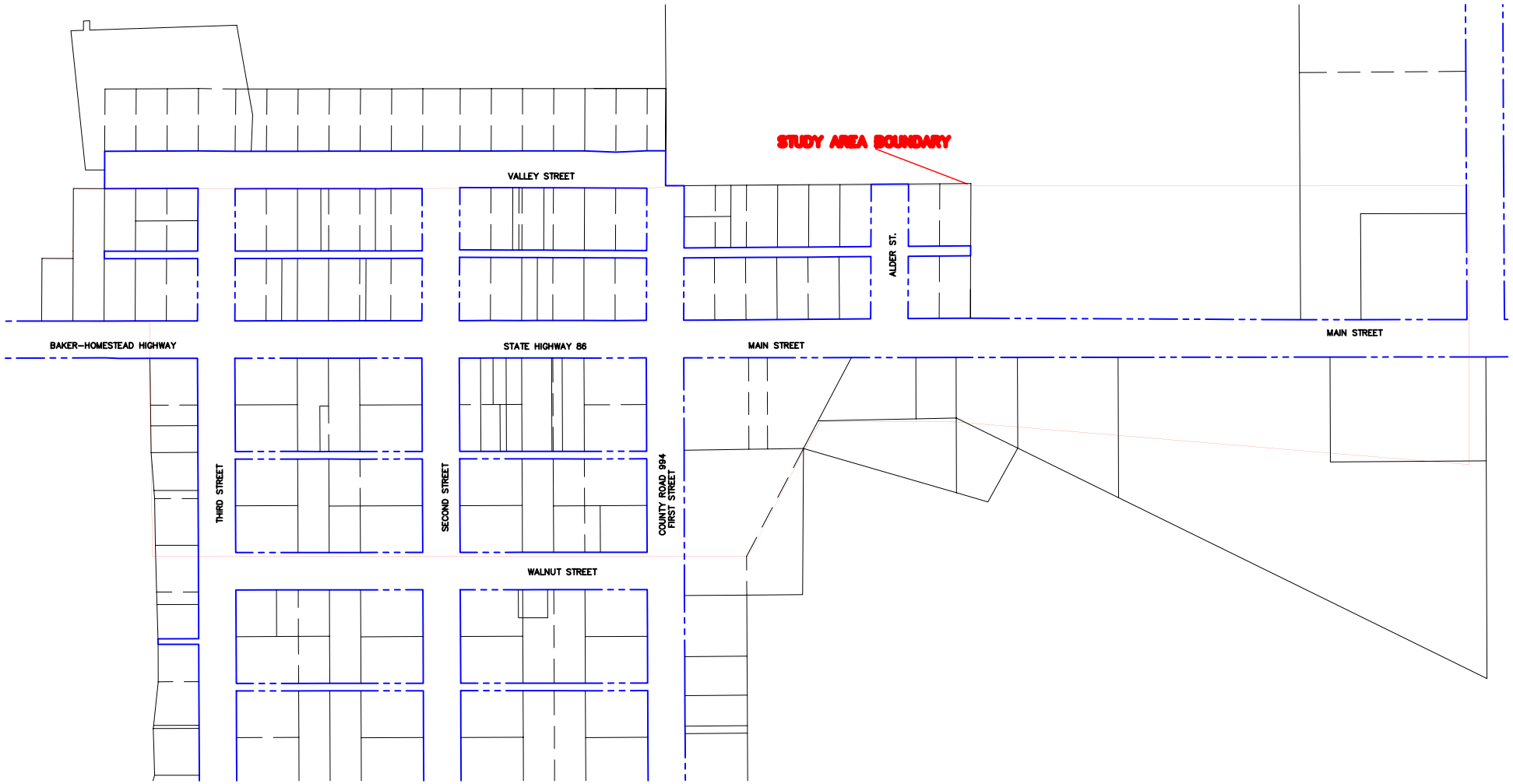


Figure 1-1
Study Area Boundary

CHAPTER 2
GOALS AND OBJECTIVES

CHAPTER 2
GOALS AND OBJECTIVES

Project goals and objectives were developed at the commencement of the Richland Downtown Plan project to help create a direction for the project as well as create accountability for the products produced. The plan is intended to enable the community to benefit from an improved and efficient transportation system and redevelopment of the downtown core area as a vital, pedestrian-oriented center. The following goals and objectives were developed to guide the study process:

- Provide a community gathering place.
- Create landmarks, focal points, or other features that define a downtown.
- Minimize conflicts between pedestrians and highway traffic.
- Enhance the pedestrian environment downtown.
- Improve pedestrian connections between the downtown and surrounding residential areas.
- Provide more housing and mixed use development in and near the downtown.
- Create a focused core area in the downtown by concentrating new pedestrian oriented development in key locations.
- Discourage auto-oriented business in the core area of downtown.
- Use landscaping, lighting, and street furniture to improve downtown streetscapes
- Encourage improvement of downtown buildings.
- Improve parking in the downtown.

Any infrastructure improvement and redevelopment of properties within the downtown area should meet the goals and objectives listed above to the greatest extent possible. This will assure that the infrastructure improvements and property redevelopment will create a vital, pedestrian-oriented downtown center.

CHAPTER 3
EXISTING CONDITIONS

CHAPTER 3
EXISTING CONDITIONS

Existing Land Use Patterns and Study Area

The City of Richland is a linear town focused around Highway 86 which is also known locally as Main Street. Most of the commercial businesses are located adjacent to Main Street. A secondary commercial area exists along First Street. The residential areas are typically within ½ to one block north and south of Main Street and also along the side streets. The City of Richland only has an elementary school which is located just east of the city limits. Middle school and high school students are bused to the City of Halfway east of Richland. One park exists just outside the city limits west of town.

Based on discussions with local stakeholders, the center of activity within the City of Richland is the local post office on Main Street east of 2nd Street. The local post office is the busiest use in town since all of the residents must pick up their mail from P.O. boxes and there is no local mail delivery. Many residents walk to pick up their mail because of the close proximity of the post office to residential areas. This makes the Main Street/2nd Street intersection the busiest intersection with pedestrian traffic and the most likely focal point of the downtown area.

The second busiest area in town is at the Main Street/1st Street intersection. City hall is located at the northeast quadrant of this intersection and the local grocery store, the Hitching Post, is located on the southwest quadrant. The Seed and Feed store is directly south of the Hitching Post.

The City of Richland is small enough that the entire city limits can be considered as a walkable pedestrian scale. All of its business and residential uses can be considered as a pedestrian and bicycle generator. The post office, elementary school, Hitching Post store, Short Horn restaurant, and city hall are the main pedestrian/bicycle generators. These uses are also the primary vehicle trip generators.

Market Conditions

The existing businesses can be categorized as follows:

- Uses supporting agriculture
- Elementary School
- Government – city hall and ODOT maintenance facility
- Post office
- Local services such as the barber, restaurants, gas station, and grocery store
- Tourist oriented businesses such as fishing guides, tackle shop, and motel

There are several vacant or underutilized buildings along Main Street. The Long Branch, which was a restaurant and bar, is vacant as is the old bank building. The real estate office building seems to be underutilized.

With a small existing population and rural nature of the area, business opportunities are somewhat limited to seasonal tourist oriented businesses or small service and goods based businesses targeted to local residents or agricultural uses.

The City of Richland has a potential for being a bedroom community to Baker City. Richland is approximately 40 to 45 miles west of Baker City and is considered within commuting distance. As property values rise in Baker City, the starter home market in the City of Richland may have a potential to develop.

Development Constraints

Based on a cursory investigation and discussions with local stakeholders, there appears to be limited constraints to development. No obvious constraints exists other than irrigation ditch locations and drainage problems along Main Street.

The bank building appears that it may be classified as historical. This is being investigated now.

The main issue with potential development is the issue of generating interest. The constraints are minimal and can be easily overcome in most cases.

Potential Downtown Area

There are two basic principles in defining a potential downtown area. First, the downtown area should be of a pedestrian scale that allows a pedestrian to travel through the entire downtown area. Planning guidelines dictate that this distance be less than ¼ mile or 1320 feet. Greater distances change the downtown area into a motorist area rather than a pedestrian area. The second basic principle is to concentrate activity. The concentration of activity helps create a critical mass of business activity and adjacent businesses can benefit from each other's activities. The intent of concentrating redevelopment efforts is to achieve a critical mass of business activity and investment that will trigger a cycle of economic growth. The downtown commercial area should remain as a concentrated pedestrian area even in 20 years.

In evaluating a downtown area for Richland, it is obvious that it belongs along Main Street a half block to the north and south. The eastern and western boundaries should be 3rd Street and east of Alder Street.

Historic Buildings

There are no historic buildings and/or properties in the City of Richland that are registered in the National Register and Statewide Inventory of Historic Properties. Although there are no historic buildings and/or properties recorded in the official federal and state databases, there are several buildings that may meet the criteria for historic buildings and properties. Attached to Technical Memorandum #1 (which can be reference in the Technical Appendix to the Richland Downtown Plan) is an article about Richland's oldest structures that are likely to qualify as historic buildings and/or properties.

Existing Street Cross Section

The existing street cross section on Main Street is contained within a 60 foot right-of-way. The sidewalks are typically set back to the edge of the right-of-way and are six foot wide. Some minor variations exist. The pavement width of Main Street does not extend from curb to curb. The pavement width along Main Street is typically several feet short of the sidewalks on both sides of the roadway and ranges from 24 to 40 feet. No drainage exists along Main Street and the water tends to puddle and either evaporate or eventually infiltrate through gravel sections against the sidewalks.

The side streets to Main Street are also contained within a standard 60 foot right-of-way. Most of the side streets do not sidewalks and curbs. The typical pavement width is 24 to 28 feet.

The road inventory from the Richland Transportation System Plan can be referenced in Technical Memorandum #2 in the Technical Appendix to the Richland Downtown Plan.

Pedestrian and Bicycle Facilities

The only significant pedestrian facilities within the City of Richland are along Main Street. In general, sidewalks exist along both sides of Main Street from 1st Street to 3rd Street. In addition, sidewalks exist on the north side of Main Street from 1st Street to the western edge of the elementary school property. Short sections of sidewalks also exist west of 3rd Street on both sides of Main Street and on the south side of Main Street east of 1st Street. The sidewalks along Main Street are in generally good condition.

Sidewalks along other streets within Richland are limited, in poor condition generally, and intermittent.

The city has identified that the school sidewalk on the north side of Main Street should be continued to Moody Road. On the south side, the sidewalk should be extended from its current eastern terminus at Alder Street to Moody Street. School children may walk to school from both sides of Main Street since residential areas exist along both sides of the street.

A sidewalk deficiency along Main Street is how the driveway aprons are incorporated in the sidewalk design. The driveway aprons aggressively slope the walking surface of the sidewalk. This makes it more difficult for the older population of Richland to navigate on the sidewalk, especially in winter months when ice or frost may exist.

Utility Locations

Most of the city's utilities are located within the alleys parallel to Main Street between 1st Street and 3rd Street. East of 1st Street and west of 3rd Street, the utilities are located along Main Street.

Some street lights exist along Main Street. These lights are mounted to existing utility poles. The light cast from the existing luminaries is inadequate for safe pedestrian use.

Several irrigation ditches cross Main Street for several blocks though underground pipes. An irrigation ditch crossing exists on the east side of 1st Street and in the vicinity of both Alder Street and Moody Road. An irrigation canal also exists on the south side of Main Street west of 3rd Street and east of 1s Street.

Traffic Analysis

Based on the traffic analysis contained within the City of Richland's Transportation System Plan (TSP), the traffic volumes on Main Street are growing at less than one percent per year. This is consistent with the population growth between 1990 and 2004 being almost zero. The population in 1990 was 161 and the most recent 2004 population count is 160. The TSP projects in 2018 that there will be no traffic congestion issues in the City of Richland. This condition is not expected to change within the planning horizon of the Richland Downtown Plan. It should be noted that since Richland relies heavily on tourism and it is on the way to the Hells Canyon Recreation Area and Brownlee Reservoir, traffic is cyclical with peak traffic occurring during the summer months with peak tourist season.

Daily traffic counts taken on the east and west end of Richland on Main Street and south of town on 1st Street confirms that the traffic analysis in the TSP is accurate. The daily traffic counts were taken beginning the Memorial Day weekend from May 30, 2004 to June 2, 2004. The daily traffic volumes ranged from 1,122 during a typical weekday to 1,666 during the peak of Memorial Day weekend. The 1997 daily traffic volume reported in the TSP was 1,600.

Driveway Locations

The City of Richland's downtown area is based on short blocks typically between 300 and 400 feet in length. With short blocks separated by several side streets, most of the local access should occur from the existing alleys or side streets. There are a significant number of driveways along Main Street in the downtown area between Alder Street and 3rd Street. This project allows the examination of driveways within the city to eliminate or consolidate unnecessary driveways. Along the north side of Main Street, the following driveways should be considered for elimination or consolidation:

- Eagle Telephone Company driveway – This driveway serves primarily as a head in parking space for up to two employee vehicles stacked behind one another. For vehicles to egress this parking area, a vehicle must back out into Main Street which is not a preferred method for accessing Main Street. This parking area should be relocated.

- Driveway between Eagle Telephone Company lot and She's Boat Rental – This does not appear to be a formal access. It appears that this was an informal access into the vacant area of the lot(s) which was given a curb cut when the sidewalks were installed in the mid 1990s.

- She's Boat Rental Driveways on Main Street and 1st Street – These driveways previously supported a gas station. Currently, the boat rental business does not appear to be using

either driveway. It does not appear that any future use would utilize these driveways and they should be considered for elimination with the Main Street improvement project.

- Residential driveway east of city hall – This driveway is not being used by the occupant because the curb cut is too close to his house. The occupant is using the city hall driveway to access his property. If the city grants this home owner/occupant a cross easement through city property, then this driveway could be eliminated.

- Residential driveway west of Alder Street - This driveway serves the garage of a house that has been vacant for approximately three years. This house has its primary access from Alder Street. Alder Street provides access to the car port of this house. Therefore, the curb cut on Main Street is unnecessary. The garage has typically been used for storage of wood and does not need a curb cut onto Main Street. The other issue with this driveway is that there is no distance between the street and the garage structure for a vehicle to park within the driveway. A vehicle would have to back onto the street almost "blind" to enter Main Street.

- Residential driveway east of Alder Street – This driveway is not typically used by the home owner. The home owner utilizes an access from Alder Street.

Several driveways should be considered for elimination or consolidation on the south side of Main Street. These driveways area described below:

- Short Horn Driveway – This driveway may not have been a permitted driveway. It appears that it may have been an informal access that was "formalized" with the sidewalk improvement project in the mid-1990s.

- Driveway east of the Bank Building – The lot between the Old Bank Building and the Tackle Box is being proposed to be closed since it will not be needed in the future. If the vacant lot is used as an outside extension (court yard) for a future use, no vehicle access is needed. If the lot is developed into a building, then it will not be able to provide on-site parking since it is too small.

- Driveway west of the Hitching Post – This driveway is no longer in use and is very narrow between two buildings. It is not an ideal location for a driveway and should be considered for elimination.

The driveways identified above should be researched in the right-of-way phase of the Main Street reconstruction project by ODOT. Ownership and access permits should be researched. One of three cases is likely to exist and will determine how these accesses can be closed. First, an owner may have outright access and if ODOT wishes to close the driveway, the access will have to be purchased. Second, the access may not have ever been permitted and ODOT has the legal right to close an illegal access. Third, an access may have had limited use based on an expired use and the access permit is no longer valid. In that case, ODOT has the right to close those accesses.

Street Standards

The existing street standards in the TSP are not urban in nature. Therefore, none of the street standards in the TSP apply to the downtown project. Through the planning process of the Downtown Plan, an urban street cross section for Main Street will be developed. The adoption of the Downtown Plan will supersede the TSP standards.

CHAPTER 4
PUBLIC INVOLVEMENT

CHAPTER 4
PUBLIC INVOLVEMENT

Introduction

The public involvement program for the Richland Downtown Plan involved several components to solicit public input. First, a public survey was sent out to all of the residents of Richland. Second, a series of four project newsletters were sent to all of the residents of Richland as well as the outlying area throughout the project to invite the public to project meetings, to solicit input, and to update the public of the project progress. Third, to kick the project off, a walking tour meeting was performed with all of the local stakeholders. Fourth, three design charettes were conducted to generate ideas for the Richland Downtown Plan. The fifth and final component of the public involvement plan was to hold a City Council workshop to discuss the plan and implementing code. The remainder of this chapter briefly summarizes each component of the public involvement program for the Richland Downtown Plan project.

Public Survey

The most significant finding of the public survey was that there are two distinct views of the Richland Downtown Plan project and the Main Street improvement project. First, there are those that are threatened with the potential changes to Richland and would like to keep Richland the way it is. The second group of people recognizes that change is needed to keep the city alive and vibrant. This second group sees the Main Street improvement project as an important step for Richland while the first group does not appear to support the project.

The remainder of this section lists some of the major findings of the public survey.

- The Hitching Post store was mentioned the most times in the survey responses as a significant land mark identifying Richland. The Hitching Post was mentioned five times by survey respondents. The city hall and the old bank building were mentioned twice by survey respondents as significant land marks identifying Richland.

- Based on the survey, the respondents appreciated and want to protect the small town atmosphere. Open space, landscaping, and the flower baskets were positive aspects of the town enjoyed by the residents. Some input wanted to keep Richland as is without any changes. This seemed to be in response to some fear that the Main Street improvement may change the characteristics of the city that the residents enjoy.
- Based on the survey results, beautification, clean up, and improvements to buildings were the most dominant negative characteristics within the City of Richland.

- Many different types of businesses were mentioned by residents as desirable to attract to Richland. These business types ranged from recreational such as a roller rink, movie theatre, and pool; to basic goods and services such as gas station, bank, and larger grocery chain such as Safeway or Albertsons; tourist based businesses such as an ice

cream parlor and Indian casino; to a wider range of retail businesses such as a mini-mall to a one stop shopping center. One survey respondent thought that Richland has all the business it can support and that it should stay that way. The majority of respondents recognized that additional goods and services are desirable.

- Speeding and pedestrian issues were the most common traffic concerns.

Walking Tour

The purpose of the walking tour was two fold. First, it was to introduce the project. Second, it was to solicit public input to identify existing problems that the project needs to address and to discuss potential improvement options.

The input received in the walking tour was significant. In the group discussion, 33 comments were recorded. These comments were documented in the walking tour meeting notes and will not be repeated in this memorandum. Instead, the comments have been combined into groups of similar concerns and summarized below.

- Pedestrian safety and comfort was a significant issue. Wider sidewalks are needed. Also, the slope on the concrete driveway aprons makes it difficult to walk on, especially with an older population living in Richland. Better ADA compliance is needed with the pedestrian facilities. Downspouts of awnings and buildings need to be improved. In the winter, water does not drain properly and it collects on the sidewalk and turns into ice. The height of the curb is too high for some residents to navigate over.

- More and better marked crosswalks would improve pedestrian safety. Bulb outs would reduce the street crossing time for pedestrians and improve pedestrian safety.

- Some of the driveways along Main Street are not being used and should be eliminated.

- Parking is limited and strategies to increase parking should be provided through this study process. One incremental improvement would be to get employees to park in areas other than along Main Street. Some off-street parking should be looked at such as the vacant lot adjacent to the east side of city hall.

- Additional sidewalks along the south side of Main Street from Alder Street to Moody Road should be added for school children walking to school. Additional sidewalks should also be provided to the park to the west of town so residents can walk to the park rather than drive to it.

- Utilities will be an issue with the reconstruction of Main Street. Irrigation pipes crossing Main Street and the existing water line along Main Street are significant issues.

- Bicycle racks and other facilities should be considered to support bicycle traffic in town and through town.

- Better signage is needed to direct tourists to Brownlee Reservoir and other attractions and services. Better signage is also needed for the school crossing and school zone.

- Street lights are desired but should be kept lower to a pedestrian scale. Many different options exist in street lights and the consultant will work with the city in determining the proper choice of street lights for the City of Richland.

- The existing planters along Main Street are attractive and should be kept.

- A desire to maintain the rural and small city atmosphere of Richland was expressed. Concerns were expressed of the visual changes that would result from implementing the streetscape changes and whether they would change the character of Richland.

Project Newsletters

Four project newsletters were sent to Richland residents as well as residents in the adjacent outlying areas. The first newsletter introduced the project to the public, distributed the public survey, and invited the public to the walking tour and Community Downtown Design Workshop #1 (also known as a design charette). The second newsletter served as a progress report and invited the public to Community Downtown Design Workshop #2. Newsletter #3 discussed the two Main Street cross-section alternatives, the selection of the preferred Main Street cross-section alternative from Community Downtown Design Workshop #2, and invited the public to the City Council Work Session. The fourth newsletter discussed the project status, described the preferred alternative in detail and invited the public to the project adoption hearing.

Young Person's Downtown Design Workshop

The Young Person's Downtown Design Workshop was held on April 7, 2004 from 2:00-3:00 p.m. at Richland Elementary School. The purpose of this workshop was to use the creative ideas of the children as a catalyst for the adult workshop later the next day. Children tend to be more creative in their ideas with fewer constraints. Adults tend to limit their ideas within what is in their mind realistic to achieve. By showing the adults the children's work, the hope was to inspire the adults to also be more creative.

Community Downtown Design Workshop #1

The major goal in the Community Downtown Design Workshop #1 was to educate the public in the design concepts typically used and a discussion which concepts would be beneficial in downtown Richland. Many types of design features were discussed such as street trees, furniture zone, benches, trash receptacles, drinking fountains, landscaping, street lights, better pedestrian facilities, bicycle racks, public art, decorative railings and fences, gateway features, town theme, updated downtown development code, signage, and community events.

Community Downtown Design Workshop #2

The purpose of Community Downtown Design Workshop #2 was to discuss the two Main Street cross-section alternatives and to select a preferred alternative. A street furniture preference survey was also conducted. After the street furniture preference survey, a group exercise was conducted to place street furniture along the Main Street project study area.

City Council Work Session

The purpose of the City Council Work Session was to discuss the preferred Main Street cross-section alternative, Main Street master plan of street improvements, and Downtown Commercial (CD) development code.

Public Involvement Documentation

The public involvement documentation is included in the Richland Downtown Plan Appendix. The documentation includes the newsletters, public survey summary, and meeting minutes.

CHAPTER 5
DEVELOPMENT OF ALTERNATIVES AND FUTURE VISION OF DOWNTOWN RICHLAND

CHAPTER 5
DEVELOPMENT OF ALTERNATIVES AND FUTURE VISION OF DOWNTOWN RICHLAND

Future Street Cross Section Alternatives

Based on the goals and objectives developed for the Richland Downtown Plan and the input received from the public involvement effort, the following two roadway cross section alternatives were developed:

Alternative A

Alternative A was developed to fit within the existing 60 foot of right-of-way available along Main Street. A significant component of Alternative A was to include accommodations for bicycle facilities along Main Street. The 60 foot right of way is too narrow to accommodate exclusive bicycle lanes along both sides of the roadway. So instead, the travel lane width was widened from the standard 12 foot width to a 14 foot width. The 14 foot travel lane width will help enhance the situation of motorists and bicyclist sharing the travel lane. The extra two feet in width will help motorists more easily pass bicyclists through the downtown area.

The on-street parking stalls along Main Street in Alternative A are a seven foot in width. A standard typical parking lane width is eight feet. It was necessary to narrow the parking lane from eight feet to seven feet to accommodate a wider travel lane. The seven feet is still within the allowable minimum parking stall width standard.

The sidewalks in Alternative A are nine feet in width. The nine foot width includes a six foot pedestrian travel corridor and a three foot furniture zone. The six foot pedestrian travel corridor is designed to accommodate two-way pedestrian travel. The purpose of the furniture zone is to accommodate street furniture such as benches, water fountains, planters, street trees, street lights, bicycle racks, and trash receptacles. The minimum width of a furniture zone is three feet. It should be noted that a three foot furniture zone does not quite accommodate a standard three foot square tree grate. Six inches of the three feet furniture zone is the curb and there is actually only 2 ½ feet of usable space in the furniture zone for the tree grate and other street furniture. Therefore, six inches of the tree grate would infringe into the pedestrian travel corridor of the sidewalk.

The Alternative A standard roadway cross section is shown in Figure 5-1.

Alternative B

Alternative B was also developed to fit within the existing 60 foot of right-of-way available along Main Street. The main consideration in Alternative B was to create the most usable and useful furniture zone and pedestrian facility. The center piece of Alternative B is a 10 foot

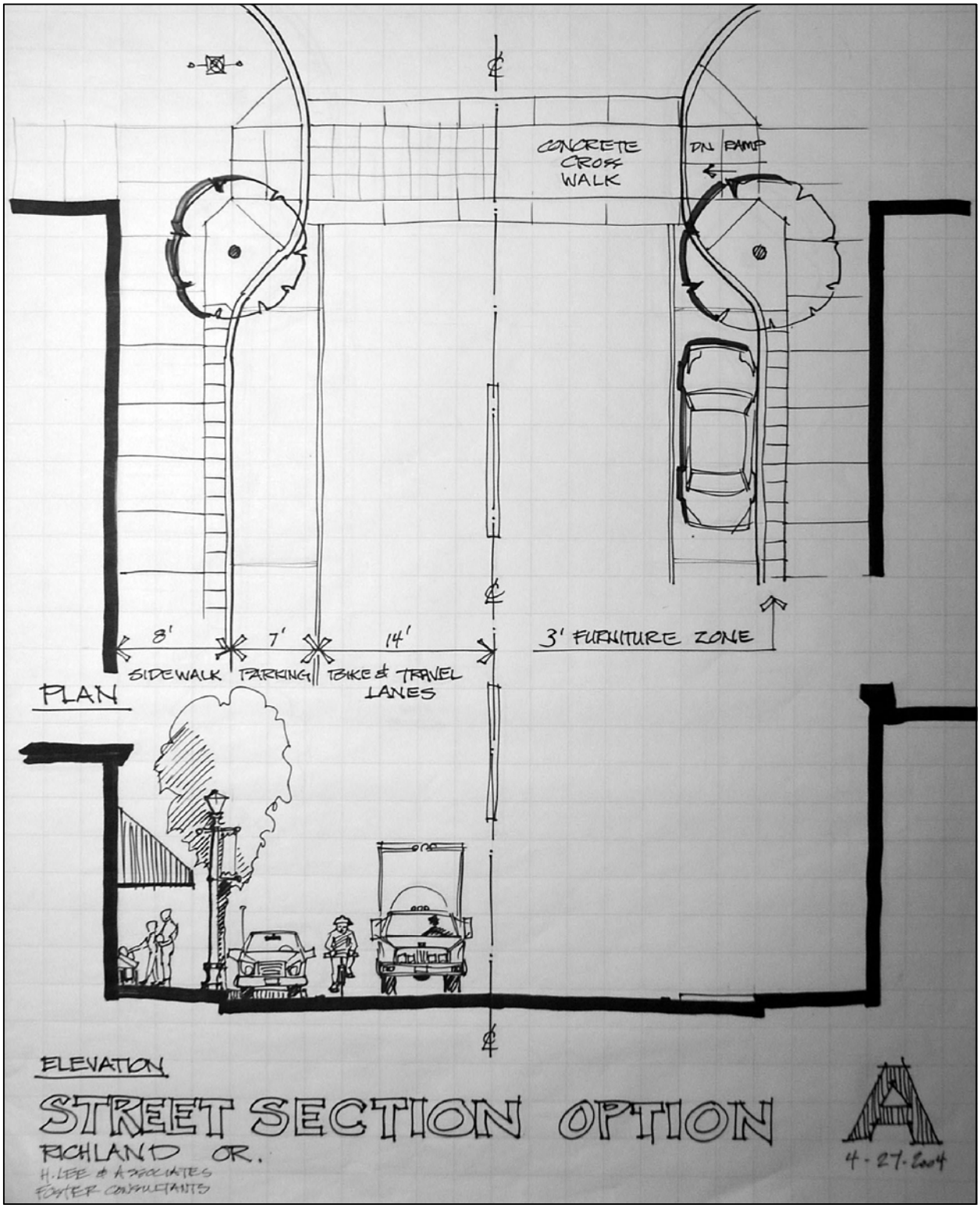


FIGURE 5-1
Alternative A Street Cross-Section

sidewalk which includes a six foot pedestrian travel corridor and a four foot furniture zone. The four foot furniture zone is more functional than the three foot furniture zone in Alternative A and can accommodate a standard three foot square tree grate.

The travel lanes in Alternative B are a standard 12 foot width. The on-street parking stalls are a standard eight foot width. Alternative B is illustrated in Figure 5-2.

Street Furniture Options

Street Trees

Typical street tree spacing is 50 feet. Based on this spacing pattern, a Richland city block of approximately 300 feet would contain between five and six street trees. Street trees help soften the roadway area and create a more livable and aesthetically pleasing environment.

Tree Grates

Tree grates add an important aesthetic addition to street trees but have an important basic function. Trees are planted permanently in the ground and the small openings that they are planted in are exposed to pedestrians. This exposed area can create a potential hazard to pedestrians. To even out the surface and still provide the tree water, a tree grate is used. As will all street furniture, tree grates come in a variety of sizes, shapes, finishes, and patterns. A typical tree grate is three foot square.

Benches

There are many styles of benches available. In Richland, one of the primary factors in choosing a bench is its material type. Richland is in a very hot and arid climate. Therefore, materials that absorb heat such as metals and composites are not a very good choice. A metal frame would be fine in a hot climate as long as the sitting surface was made from a natural material such as a type of wood. Styles range from very basic and utilitarian, to modern, to traditional.

Public Art

Public art sculptures or murals are a common ways to enhance a downtown streetscape. The City could encourage any local artisans to display or donate works to the City for this purpose. Creative means for sharing in the commissioning costs of the art with the artists could be found too. The large expanse of wall area on the east side of the City Hall building (as a gateway element to the east end of town) and the expansive area of wall on the west side of the Eagle Valley Grange Hall building (as a gateway element to the west end of town) are prime potential areas for town murals. The murals could represent historical or typical town symbols such as cowboys, quail, fisherman or other such imagery.

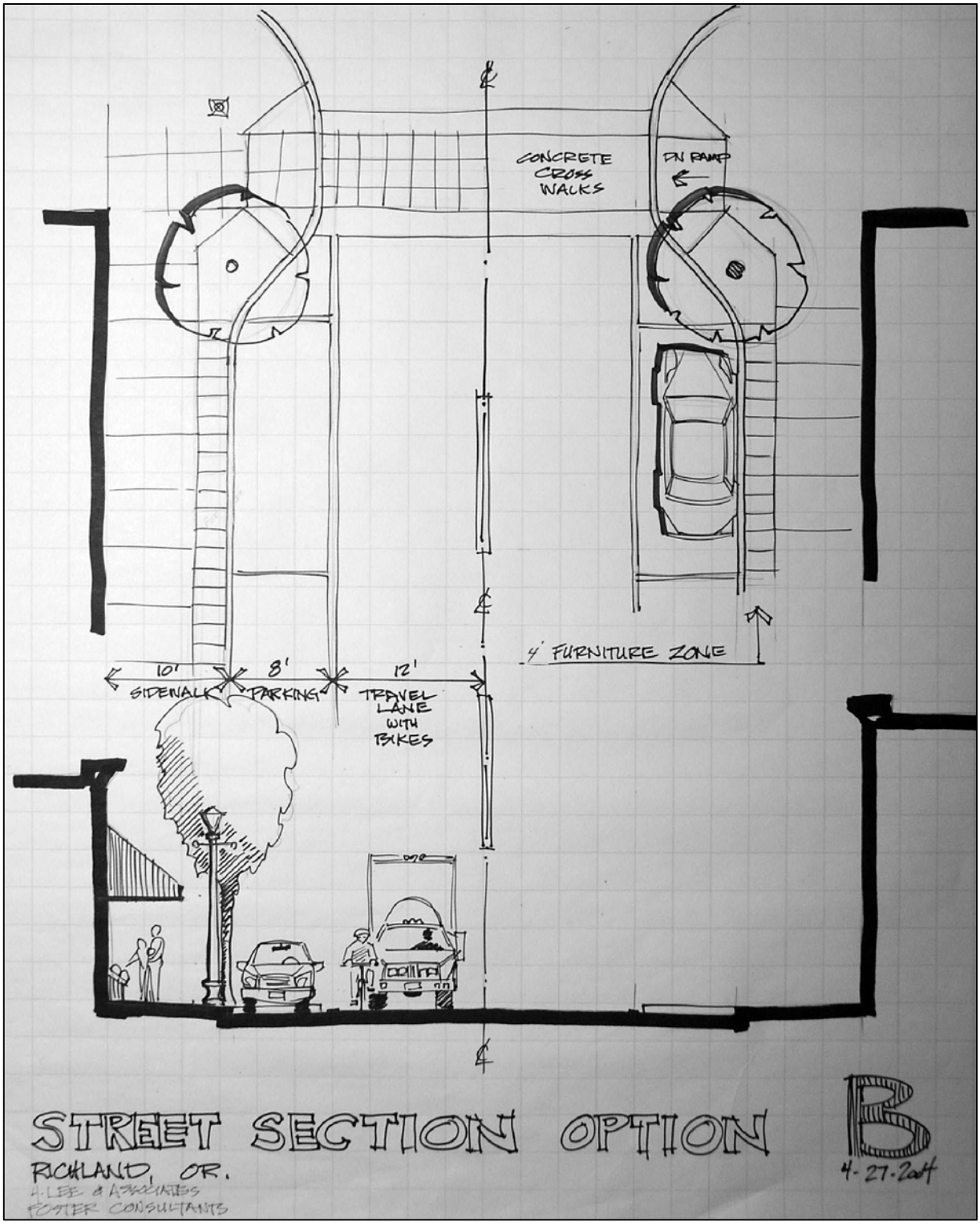


FIGURE 5-2
Alternative B Street Cross-Section

Street Lights

One of the first tasks in choosing a street light is to determine the purpose for the light. This will determine the light level needed and the quality or color of light desired. If the street lighting is intended to part of the streetscape aesthetics, then the pedestal, pole, and luminarie styles will be important. An important secondary issue is the energy consumption of the street lights.

Landscape Planters

Landscape planters provide an aesthetic appeal to the streetscape if maintained properly. Choices of plantings are widely variable depending on preference, climate, cost of plantings and maintenance, ability to maintain, and watering requirements. They can be located in large concrete pots or wooden barrels to raise the planting level a few feet above the sidewalk so flowers can be closer to the pedestrian eye level. The moveable planters are more temporary looking but can be watered by adjacent business operators and they add more visual interest to the streetscape. Landscape planters can also be incorporated permanently into the furniture zone.

Trash Receptacles

Trash receptacles can also reflect many different unique, aesthetic and creative solutions. The City has previously had requests that these be added to the downtown. The primary issue with public receptacles is the maintenance cost to collect and dispose of their contents.

Drinking Fountains

Drinking fountains come in many different styles and would not compete with business interests. The type of fountain selected can contribute to the downtown character the City wishes to enhance. The children in their workshop mentioned needing them so they can get a drink when they are in town and citizens mentioned they are needed when the bicyclists and other special event's visitors are in town.

Bike Racks

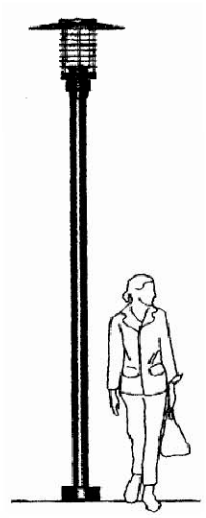
As with most all street furniture, bike racks come in all sorts of size, shape, color, style, and capacity. They are an important element to the pedestrian/non-motorized scale of design within a downtown area.

Example of Street Furniture and Their Typical Cost Range

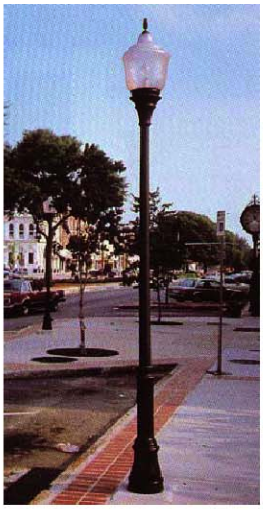
Typical examples of street furniture and their cost costs are shown in Figures 5-3, 5-4, 5-5, and 5-6.

STREET LIGHTS

Economy (10)
Stealth Square - $800



Modern (11)
Eclipse - $800



Traditional - Historic (12)
Options of Lantern, Bulb, or Acorn Luminaire - $1,500

BENCHES

Arcata - $1,300 (13)

Plainwell - $1,000 (14)

Bench 57 - $592 (15)

Bench 88 - $538 (16)

Bench 98 - $475 (17)

FIGURE 5-3
Example Street Lights and Benches

DRINKING FOUNTAINS

1776 Old Style
$1,400 (1)

M4340AT
$2,000 (2)

MC76-7
$2,000 (3)

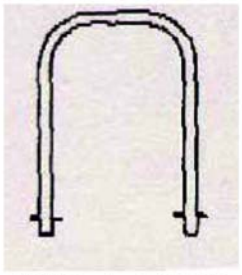
MC1/MS2
$1,250 (4)

BIKE RACKS

Bike Bollard - $189 (5)
holds two bikes

Classic - $369 (6)
holds 5 bikes

Genesis - $265 (7)
holds 4 bikes



"U" Rack - $150 (8)
holds 2 bikes

Winder - $279 (9)
holds 5 bikes

FIGURE 5-4
Example Drinking Fountains and Bike Racks

TRASH RECEPTACLES

Receptacle 124
$845 (21)

Receptacle 85
$490 (22)

Saturn
$1,700 (23)

Series 200 (24)

TCRA-SO
$476 (25)

PLANTERS

Concrete Planter - $779 (26)

Concrete Planter - $974 (27)

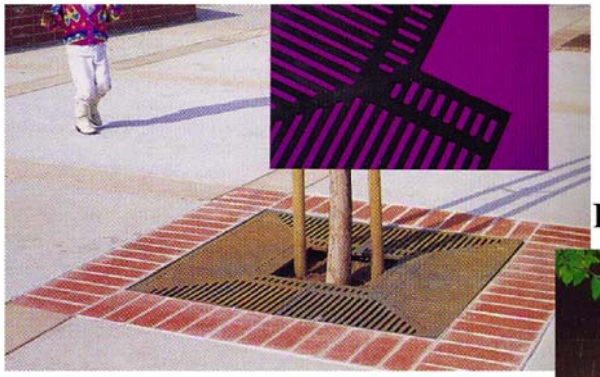
Rectangular Pyramid Planter
$550 (28)

Square Pyramid Planter
$550 (29)

Planter 113 - $389 (30)

FIGURE 5-5
Example Trash Receptacles and Planters

TREE GRATES



Standard - non-galvanized
$85 (31)

Radial Square - $250-$500 (32)

Conquistador - $500 (33)

FIGURE 5-6
Example Tree Grates

Downtown Visioning Process

A component of the Richland Downtown Plan is to help merchants and building owners in developing a vision for a future downtown Richland. A large element of this visioning exercise was to give merchants and building owners ideas of how they could improve their building facades to generate more interest from motorists traveling through town. A series of drawings illustrating potential façade improvements were shown with an existing photo of those existing buildings. The Eagle Valley Grange, gas station, Richland City Hall, Hitching Post, and Short Horn Restaurant were used as part of this exercise. These façade improvement drawings are shown in Figures 5-7, 5-8, 5-9, 5-10, and 5-11. Figures 5-7 and 5-8 also show examples of public art that could be considered. Figure 5-7 shows a mural of a field and horses that can be seen at the east end of town. Figure 5-8 shows a mural on the east wall of city hall that depicts a covey of quail that is prevalent in town.

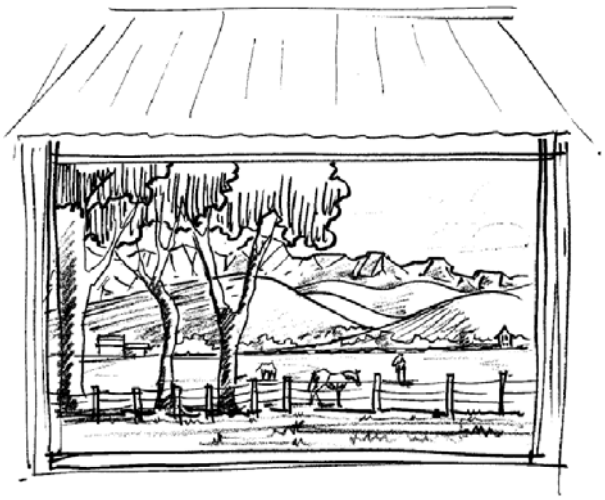
Two additional drawings were included showing how Richland could develop some public gathering places. A concept was drawn for the vacant space east of the old bank building. Another concept was drawn for the open space between the She's Boat Rental and Eagle Telephone Company buildings. These public space concepts are shown in Figures 5-12 and 5-13.

Gateway features and unique street furniture can help create an identity for a city. These features are typically placed as entrance features visible to motorists as they enter a community. The gateway features should exhibit characteristics of the area. A range of unique street furniture and gateway features were developed and are shown in Figures 5-14, 5-15, and 5-16. Figure 5-16 shows a crappie painted on the water tower. This feature would be visible to motorists entering Richland from the west. The crappie defines one of the reasons tourists are attracted to Richland and Brownlee Reservoir.

Future Traffic Analysis and Circulation Plan

Based on the traffic analysis contained within the City of Richland' Transportation System Plan (TSP), the traffic volumes on Main Street are growing at less than one percent per year. This is slightly higher than the population growth rate between 1990 and 2004 which was negligible. Most of the growth along Main Street was a result of areas outside of Richland growing and traveling through the city. Growth and traffic volumes are cyclical, especially since Richland has a tourism base and these numbers will fluctuate somewhat. Even with this consideration, based on the TSP traffic projections in 2018, there will be no traffic congestion issues in the City of Richland. This condition is not expected to change within the planning horizon of the Richland Downtown Plan.

No changes to the street network are being proposed in Richland and so the circulation pattern will remain the same as it is today. However, there are some opportunities to better utilize the alleys that are parallel with Main Street. Some businesses such as the Post Office already utilize the alley for business deliveries and access to an employee parking area. More businesses should be encouraged to do the same to reduce the reliance on Main Street.



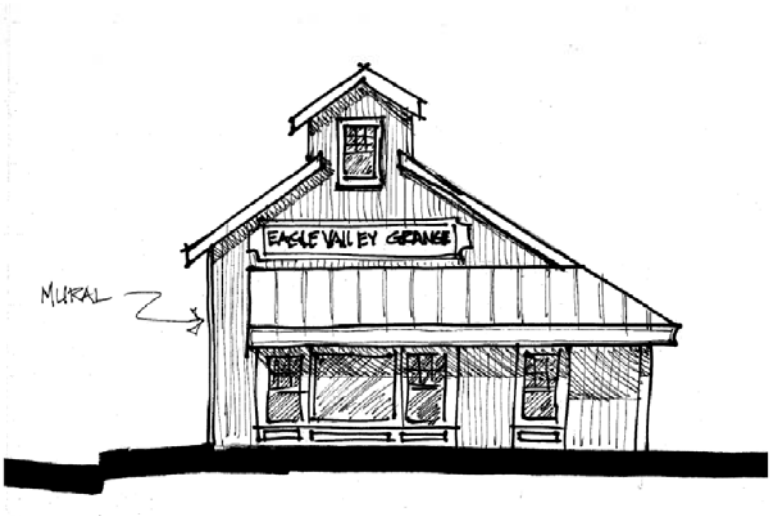


FIGURE 5-7
Example Facade and Mural Treatments
for the Grange

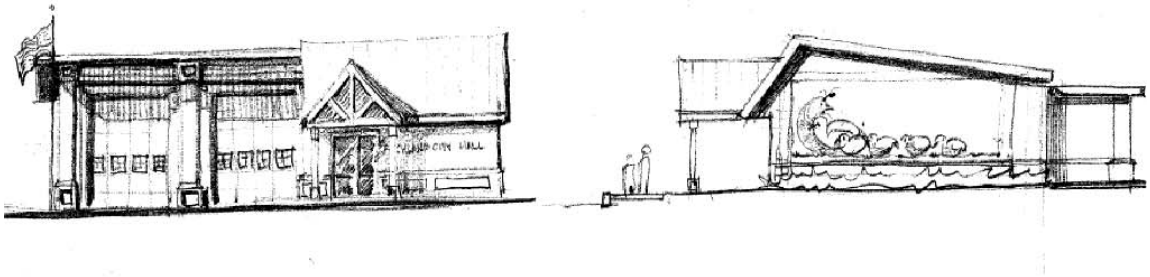
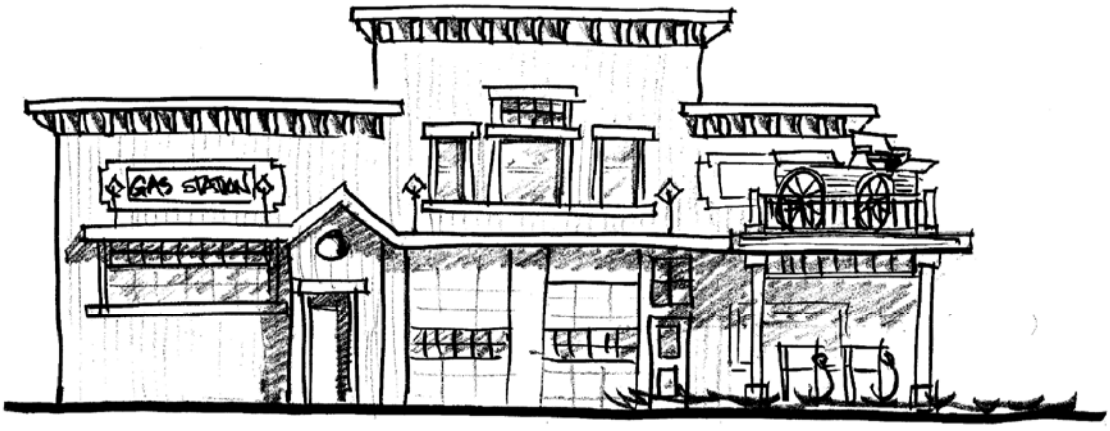


FIGURE 5-8
Example Facade and Mural Treatments
for City Hall



GAS STATION

FIGURE 5-9
Example Facade Treatments
for the Gas Station

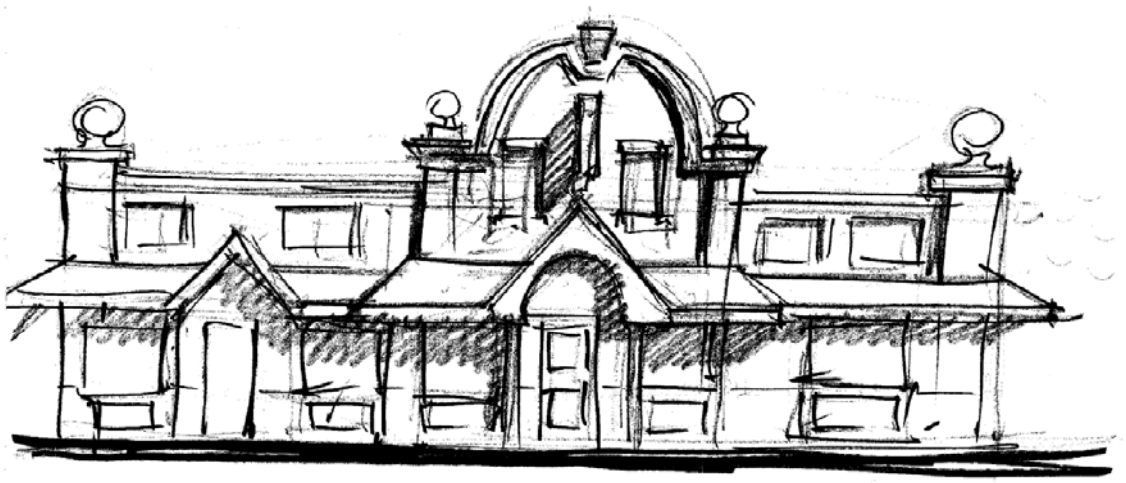


FIGURE 5-10
Example Facade Treatments
for the Short Horn Restaurant

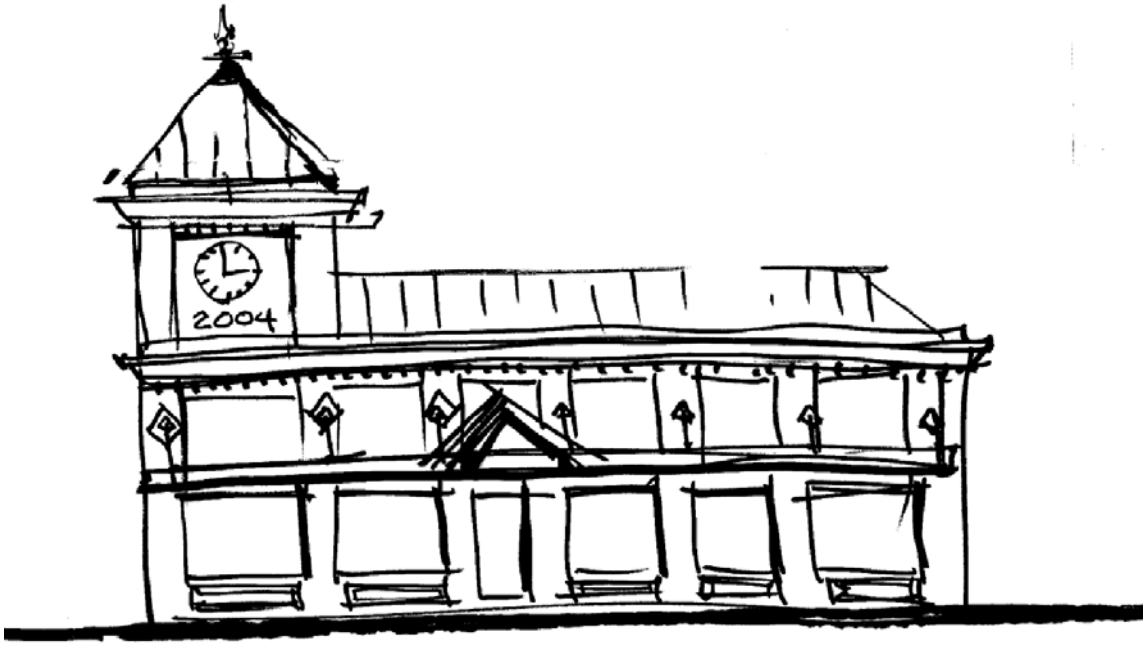


FIGURE 5-11
Example Facade Treatments
for The Hitching Post

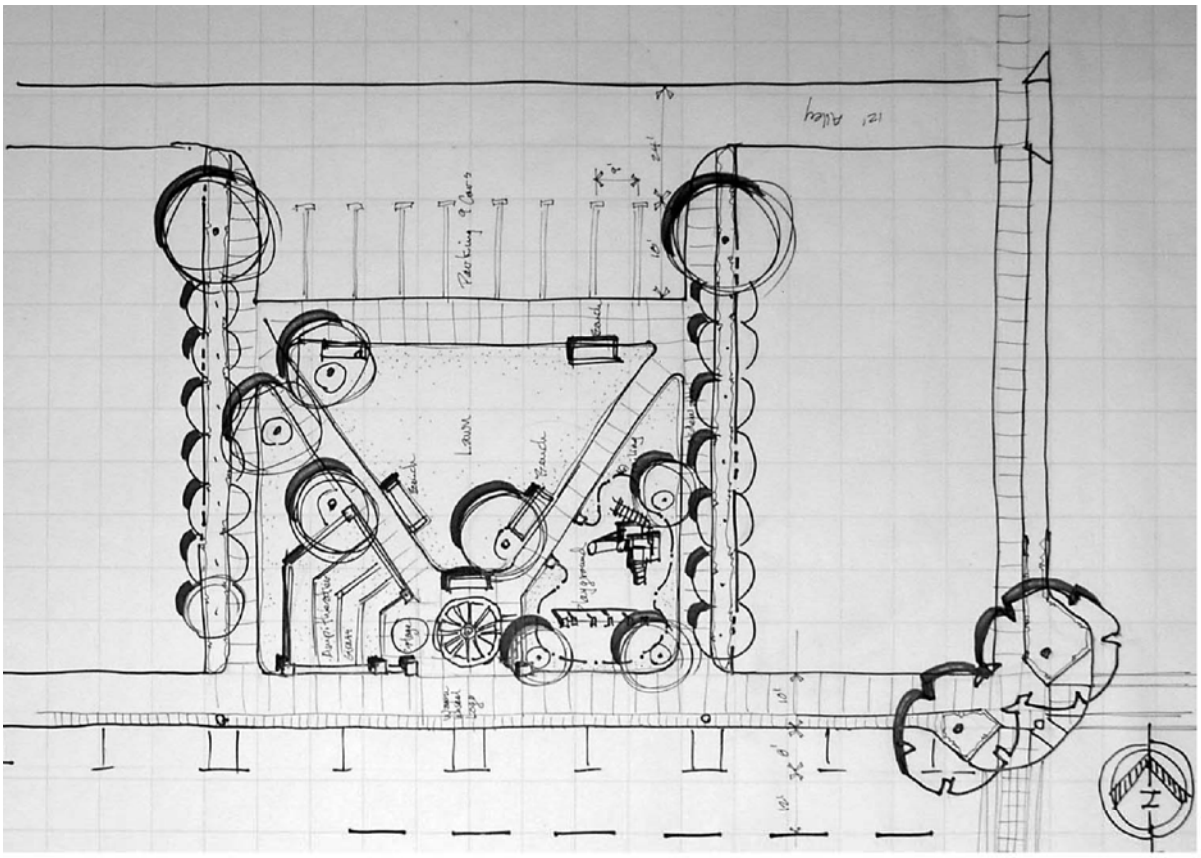


FIGURE 5-12
Example Public Park between Eagle Telephone Company
and She's Boat Rental

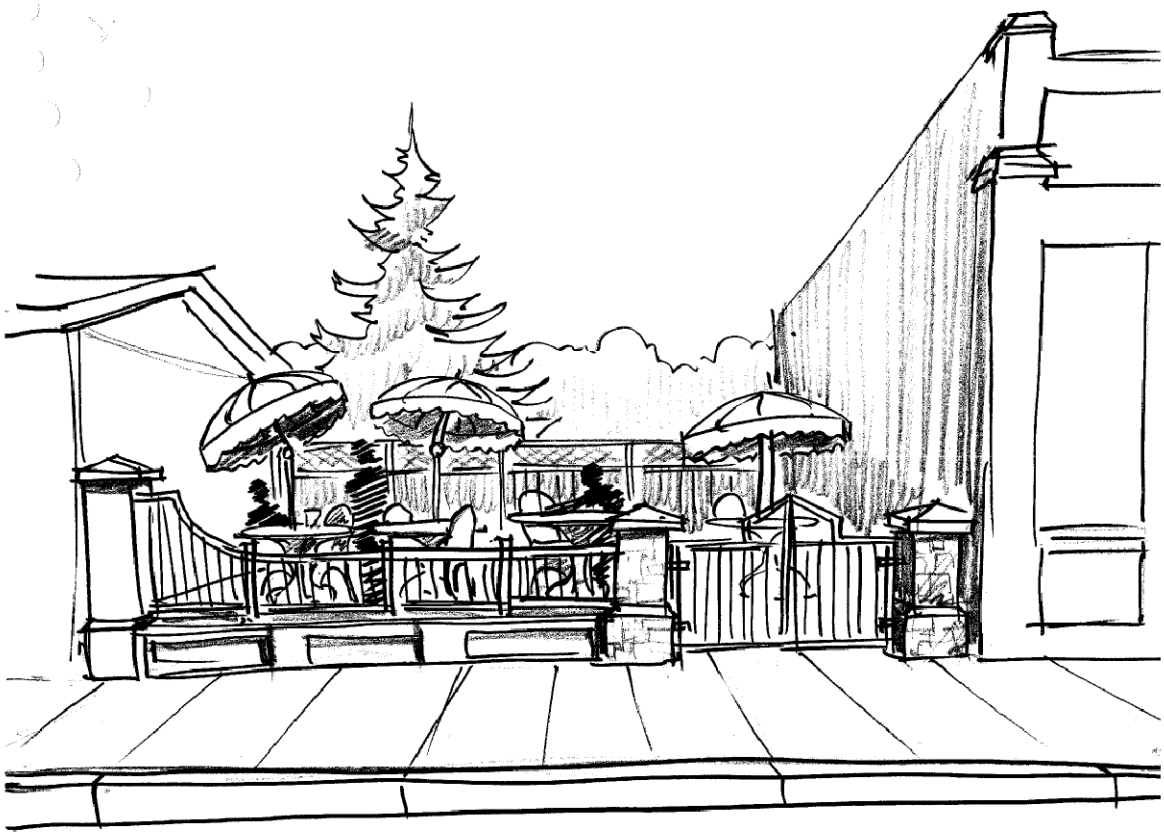


FIGURE 5-13
Example Pocket Park
east of the Bank Building

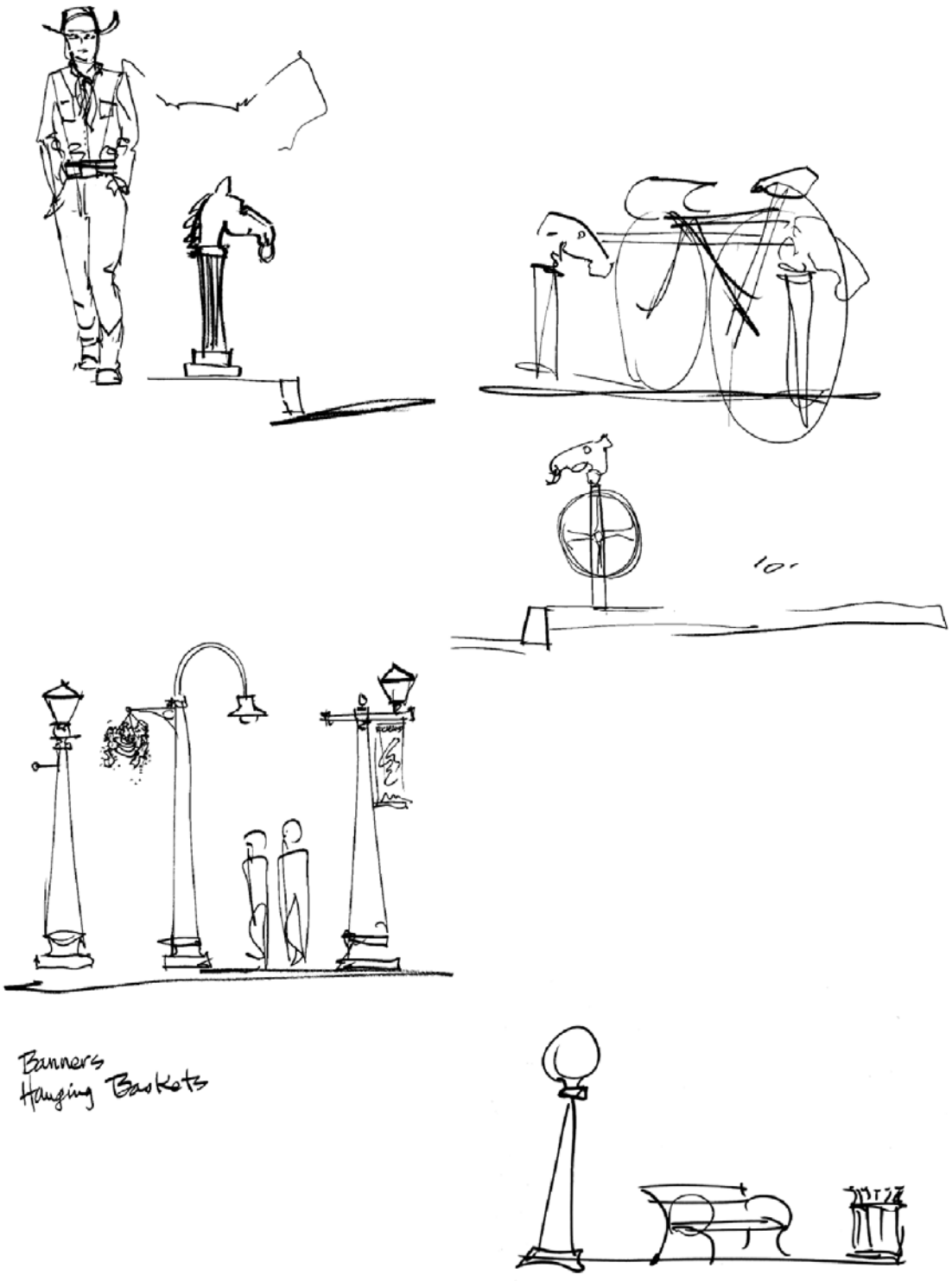
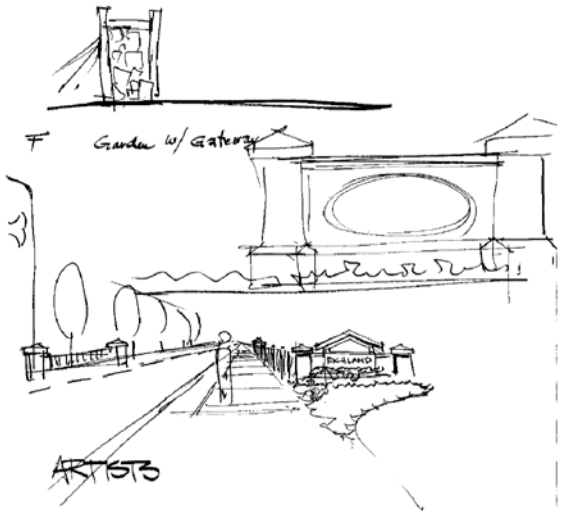
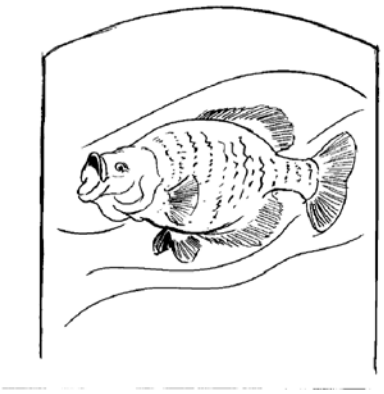
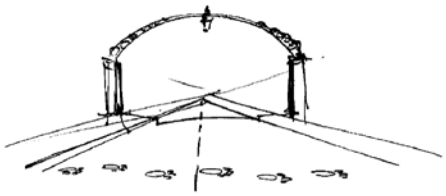


FIGURE 5-14
Example Street Furniture







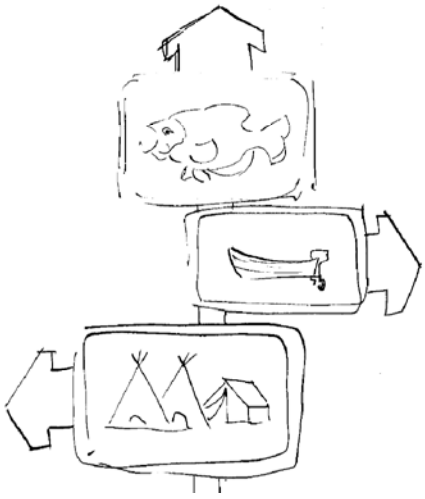


FIGURE 5-15
Example Gateway Features

FIGURE 5-16
Example Gateway Feature
Crappie on the Water Tower

Access Management and Special Transportation Area District

Access management is an important principal to apply to Main Street (Highway 86) to preserve capacity of the arterial through Richland. A balance between preserving capacity for through travel movement and providing for local access must be maintained to serve all users of Main Street. ODOT has a concept called a Special Transportation Area (STA) that was implemented with the adoption of the 1999 Oregon Highway Plan (OHP) that facilitates in creating this balance along state highways that are also the main streets. The STA is essentially an area with short block spacing from which local access is provided to adjacent businesses, residences, and lots. This short block spacing is typically much less than the normal ODOT spacing requirement. The reason for allowing this compromised spacing of local public streets is to eliminate driveways in between blocks and provide most if not all local access from these closely spaced local streets.

The Richland Transportation System Plan has designated the area of Main Street between Alder Street (milepost 42.22) and 3rd Street (milepost 42.01) as an STA. Implementation of the STA between the City of Richland and ODOT is through a management agreement. For background information, the section in the Richland TSP about STA can be referenced in Technical Memorandum #4 in the Technical Appendix to the Richland Downtown Plan.

The goal of the STA is to balance pedestrian and traffic needs along Main Street. Eliminating driveways along Main Street where they are not necessary helps reduce the conflicts between pedestrians and motorists. Through the existing conditions exercise documented in Technical Memorandum #2 (which can be referenced in the Technical Appendix to the Richland Downtown Plan), many driveways were identified for possible elimination or consolidation. These driveway locations are re-listed and described below:

- Eagle Telephone Company driveway – This driveway serves primarily as a head in parking space for up to two employee vehicles stacked behind one another. For vehicles to egress this parking area, a vehicle must back out into Main Street which is not a preferred method for accessing Main Street. This parking area should be relocated.

- Driveway between Eagle Telephone Company lot and She's Boat Rental – This does not appear to be a formal access. It appears that this was an informal access into the vacant area of the lot(s) which was given a curb cut when the sidewalks were installed in the mid 1990s.

- She's Boat Rental Driveways on Main Street and 1st Street – These driveways previously supported a gas station. Currently, the boat rental business does not appear to be using either driveway. It does not appear that any future use would utilize these driveways and they should be considered for elimination with the Main Street improvement project.

- Residential driveway east of city hall – This driveway is not being used by the occupant because the curb cut is too close to his house. The occupant is using the city hall driveway to access his property. If the city grants this home owner/occupant a cross easement through city property, then this driveway could be eliminated.

- Residential driveway west of Alder Street - This driveway serves the garage of a house that has been vacant for approximately three years. This house has its primary access from Alder Street. Alder Street provides access to the car port of this house. Therefore, the curb cut on Main Street is unnecessary. The garage has typically been used for storage of wood and does not need a curb cut onto Main Street. The other issue with this driveway is that there is no distance between the street and the garage structure for a vehicle to park within the driveway. A vehicle would have to back onto the street almost "blind" to enter Main Street.

- Residential driveway east of Alder Street – This driveway is not typically used by the home owner. The home owner utilizes an access from Alder Street.

Several driveways should be considered for elimination or consolidation on the south side of Main Street. These driveways area described below:

- Short Horn Driveway – This driveway may not have been a permitted driveway. It appears that it may have been an informal access that was "formalized" with the sidewalk improvement project in the mid-1990s.
- Driveway east of the Bank Building – The lot between the Old Bank Building and the Tackle Box is being proposed to be closed since it will not be needed in the future. If the vacant lot is used as an outside extension (court yard) for a future use, no vehicle access is needed. If the lot is developed into a building, then it will not be able to provide on-site parking since it is too small.

- Driveway west of the Hitching Post – This driveway is no longer in use and is very narrow between two buildings. It is not an ideal location for a driveway and should be considered for elimination.

The driveways identified above should be researched in the right-of-way phase of the Main Street reconstruction project by ODOT. Ownership and access permits should be researched. One of three cases is likely to exist and will determine how these accesses can be closed. First, an owner may have outright access and if ODOT wishes to close the driveway, the access will have to be purchased. Second, the access may not have ever been permitted and ODOT has the legal right to close an illegal access. Third, an access may have had limited use based on an expired use and the access permit is no longer valid. In that case, ODOT has the right to close those accesses.

CHAPTER 6
PREFERRED ALTERNATIVE

CHAPTER 6
PREFERRED ALTERNATIVE

Description of Preferred Alternative

Based on the public involvement process, input from the Downtown Advisory Committee (DAC), and a joint DAC/City Council workshop, the Alternative B roadway cross section was selected as the preferred alternative. The Alternative B roadway cross section is shown in Figure 6-1.

Alternative B was developed to fit within the existing 60 foot of right-of-way available along Main Street. The main consideration in Alternative B was to create the most usable and useful furniture zone and pedestrian facility. The center piece of Alternative B is a 10 foot sidewalk which includes a six foot pedestrian travel corridor and a four foot furniture zone. The four foot furniture zone is much more versatile than the three foot furniture proposed in the other alternative.

The travel lanes in Alternative B are a standard 12 foot width. The on-street parking stalls are a standard eight foot width. Alternative B is illustrated in an attachment at the end of this technical memorandum.

The preferred alternative standard roadway cross section was used to develop a street improvement layout plan for Main Street and the side streets within the downtown area. This street improvement layout plan is attached to the end of this technical memorandum in five sheets labeled A through E. The remainder of this section describes specific elements of the improvement.

Bulb outs at all of the intersections with Main Street (1st Street, 2nd Street, 3rd Street, and Alder Street) are a common feature of the project design. The intersections at 1st, 2nd, and 3d Streets have scored concrete crosswalks at all four crossings. The concrete at these crosswalks are scored on a two foot square pattern. The Main Street/Alder Street intersection only has a scored concrete crosswalk on the north leg Alder Street crosswalk. There is no crosswalk being proposed on Main Street at the Main Street/Alder Street intersection.

All of the handicap access ramps will have a continuous ramp along the entire radius of the bulb out. The entire approach to the crosswalk will be graded to have an even slope that meets the grade of the roadway surface. A level pad will be provided for wheel chair users at the back of the handicap access ramp so they will not have to contend with the ramp slope potentially funneling them toward the roadway. This design is intended to more user friendly for the older population within Richland and pedestrians will not have to take a step up onto the sidewalk over the curb.

The six foot pedestrian travel lane of the 10 foot overall sidewalk will have a scored pattern of four foot spacing. The four foot furniture zone of the 10 foot overall sidewalk will have a scored patter of two foot square.

The sidewalk will be able to remain "flat" through the driveway apron and the driveway apron will slope to meet the grade of the street only in the furniture zone or landscape strip. The sidewalk will only have a minimum cross slope of two percent for drainage purposes. In the public involvement process, several comments were received that commented that it was hard to walk on a sloped surface and therefore the slope in the sidewalk was eliminated.

The on-street parking spaces will be striped based on a 22 foot parking stall length. An additional two feet was added since many of the local vehicles were longer than standard vehicle lengths. A five foot space between parking stalls are part of the on-street parking striping.

The street curb is designed to be wider than a standard six inch curb. The street curb for the Main Street improvement project is one foot. The additional width of the curb will help transition the driveway apron from a six inch elevation difference between the top of the sidewalk and roadway grade. The six inch grade transition of the driveway apron will occur in the four foot furniture zone plus the one foot curb.

An 18 inch false concrete gutter delineates the roadway travel lane from the on-street parking lane. The false concrete gutter separating the travel lane from the on-street parking lane creates a perception that the roadway is narrow and helps slow motorists. This device is intended to be a traffic calming device.

Another traffic calming incorporated within the street improvement design are false concrete driveway aprons that extend into the on-street parking lane. These false concrete driveway aprons are level with the street grade and do not pose any safety issues with motorists. However, they appear to be similar to bulb outs and the perception of the road narrowing will help slow motorists along Main Street.

Street tree and street light spacing was assumed at 50 feet.

The commercial areas along Main Street between 1st Street and 3rd Street have a 10 foot sidewalk comprised of a six foot pedestrian walking lane and a four foot furniture zone. The side street and Main Street areas that are residential transition the 10 foot sidewalk to a 6 foot sidewalk with a four foot planting strip.

The following street furniture is included in the Main Street improvement design: benches, drinking fountain, bike racks, trash receptacle, street lights, street trees, and tree grates. Landscaping is also included in designated permanent landscape strips. A preference survey in the public involvement process was used to select the type of street furniture desired by the residents of Richland. These preferences are illustrated in Figure 6-2.

Cost Estimate

The cost estimate for the Main Street improvement project was conducted in two steps. First, the roadway construction estimate was calculated by Sturtevant, Golemo & Associates, H. Lee & Associates team civil engineer. The roadway construction costs are summarized in Table 6-1. It

should be noted that these cost reflect a 20 percent contingency. The preliminary cost estimate worksheets are available in the Technical Appendix to the Richland Downtown Plan, Technical Memorandum #6. The second step was to calculate the street furniture cost. H. Lee & Associates estimated the street furniture cost. They are summarized in Table 6-2.

Table 6-1. Main Street Roadway Improvement Cost Estimate

Street Segment	Cost Estimate
Main Street from west city limits to Moody Road	$1,002,000
1st Street from Main Street to Walnut Street	$92,000
1st Street from Main Street to Valley Street	$83,000
2nd Street from Main Street to Walnut Street	$83,000
2nd Street from Main Street to Valley Street	$83,000
3rd Street from Main Street to Walnut Street	$83,000
3rd Street from Main Street to Valley Street	$83,000
Alder Street from Main Street to Valley Street	$80,000
Sidewalk on north side from 3rd Street to park west of town	$20,000
Total	$1,789,000

Table 6-2. Street Furniture Cost

Street Furniture Description	Quantity	Cost per Unit	Total Cost
Street Trees	140	$500	$70,000
Tree Grates	26	$600	$15,600
Drinking Fountain	1	$3,000	$3,000
Bench	4	$800	$3,200
Bike Rack	9	$600	$5,400
Trash Receptacles	2	$1,200	$2,400
Street Lights	90	$2,500	$225,000
Landscaping	15,000	$5	$75,000
Total			$399,600
Contingency – 20%			$79,900
			$479,500

The total cost estimate for the Main Street improvement project is $2,268,500. It should be noted that this estimate does not include the relocation of irrigation ditches in the vicinity of the project, relocation of utilities, landscape irrigation system, and permanent storm water quality facility.

Main Street Project Definition

ODOT's responsibility for the Main Street project is only along Main Street itself from the park just west of Richland to Moody Road. Sidewalks along both sides of Main Street from 3rd Street to Moody Street are part of the project description. West of 3rd Street to the park, sidewalks will be provided on only the north side of the street. The roadway cross-section from 3rd Street to Alder Street will be as defined by Alternative B which is attached to this technical memorandum. The section from Alder Street to Moody Road is almost the same except that the four foot furniture zone becomes a landscape strip. The transition from the furniture zone to the landscape strip was designed to transition from the downtown commercial area to the residential area. ODOT has a budget of up to $2.6 million to reconstruct Main Street including the street furniture previously defined.

It is likely that much of the storm water from the side streets will drain into Main Street. Therefore, ODOT should consider sizing the storm water facility to accommodate much of the side street storm run off.

The construction of the side streets other than the curb returns are the responsibility of the City of Richland. It may be possible for the City of Richland to obtain a grant to construct sidewalks along the side streets through ODOT's Bike/Ped Grant Program. The side street sidewalk improvement will need to include the sidewalk, curb, gutter, and a storm drain system that connects to the Main Street system.

Public input has indicated that the highest side street sidewalk improvement priority is 2nd Street between Main Street and Walnut Street. The other high priority is 1st Street from Main Street to Walnut Street. These side streets have the most amount of pedestrian activity. The other side streets are much less of a priority.

The Main Street improvement concept, including the side street improvements, are attached to end of this chapter as Figures A, B, C, D, and E.

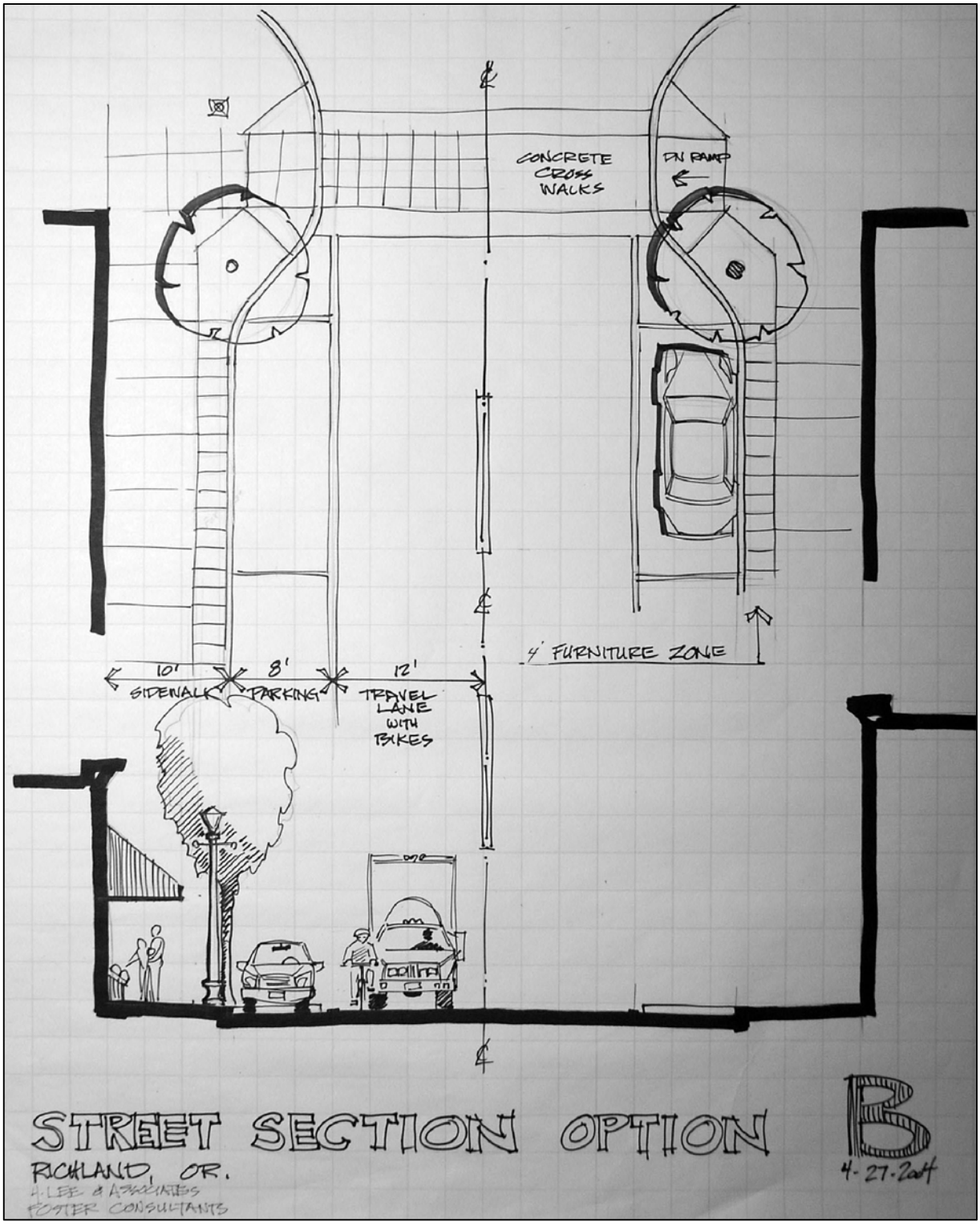
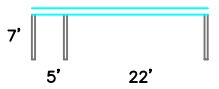


FIGURE 6-1
Preferred Alternative
Street Cross-Section

KEY:

- BIKE RACK — Hitching post style
- DRINKING FOUNTAIN — with H/C access
- TRASH CONTAINER — 32 gallon capacity
- STREET LIGHTS — 14' post top
- FURNITURE ZONE — Conc. w/ 2'x2' score pattern
- SIDEWALK — Conc. w/ 4' score pattern



- PARALLEL PARKING SPACE — 22'x7' with 5' turn–in zone
- BENCH — 6' Long
- STREET TREES — 2" caliper w/ tree grate
- STREET TREES — 2" caliper w/out tree grate
- LANDSCAPE STRIP — Lawn or ground cover

NORTH

DATE: 6-14-2004

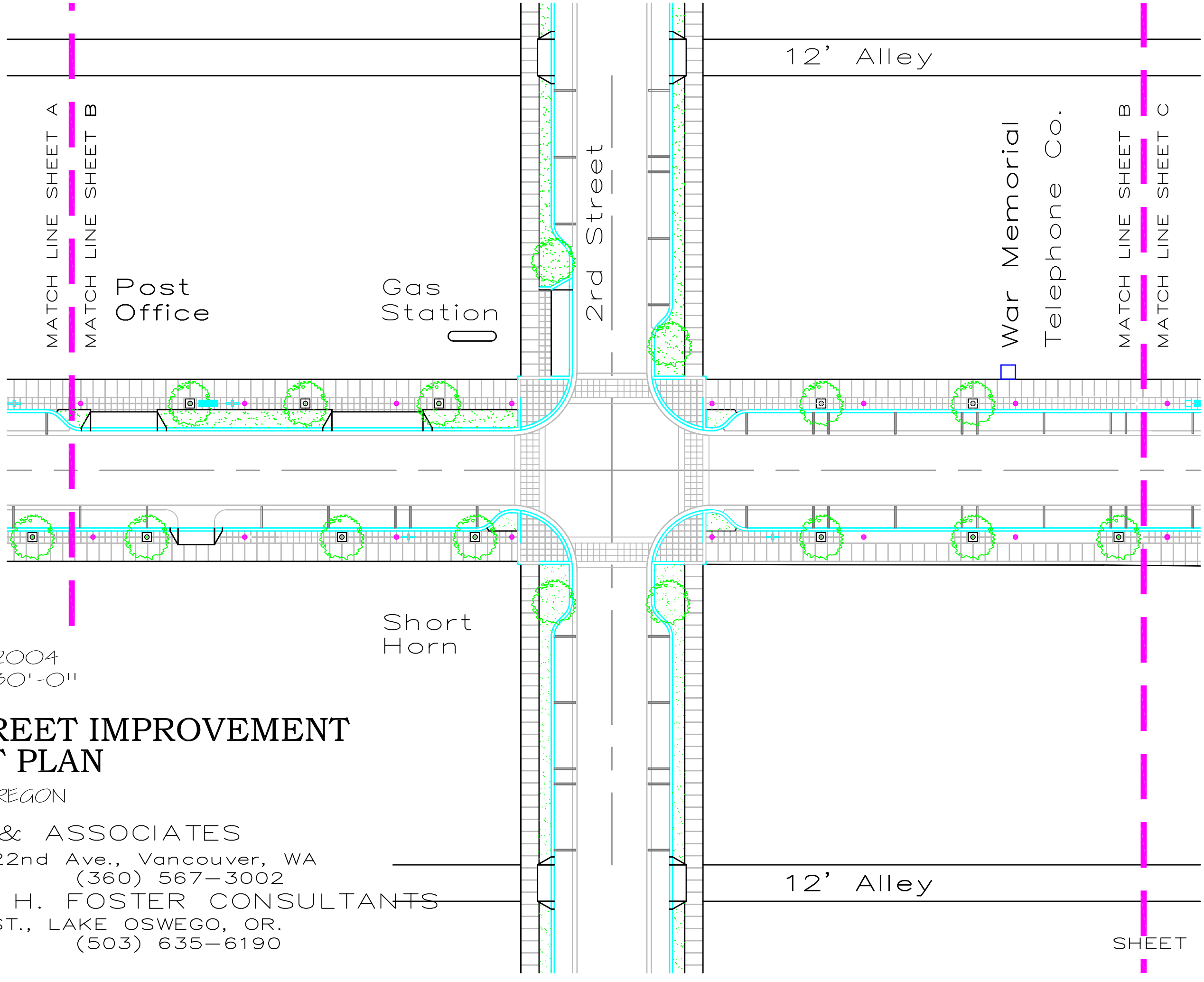
SCALE: 1"= 30'-0"

3rd STREET IMPROVEMENT LAYOUT PLAN

RICHLAND, OREGON

H. LEE & ASSOCIATES
4708 NE 22nd Ave., Vancouver, WA 98663 (360) 567–3002
ROBERT H. FOSTER CONSULTANTS
431 ASH ST., LAKE OSWEGO, OR. 97034 (503) 635–6190

SHEET A



NORTH

DATE: 6-14-2004

SCALE: 1" = 30'-0"

2nd STREET IMPROVEMENT LAYOUT PLAN

RICHLAND, OREGON

H. LEE & ASSOCIATES
4708 NE 22nd Ave., Vancouver, WA 98663 (360) 567-3002
ROBERT H. FOSTER CONSULTANTS
431 ASH ST., LAKE OSWEGO, OR. 97034 (503) 635-6190

SHEET B

MATCH LINE SHEET B

MATCH LINE SHEET C

Boat Rental

1st Street

16' Alley

MATCH LINE SHEET C

MATCH LINE SHEET D

Fire Station/
City Hall

Hitching
Post

Hitching Post
Motel

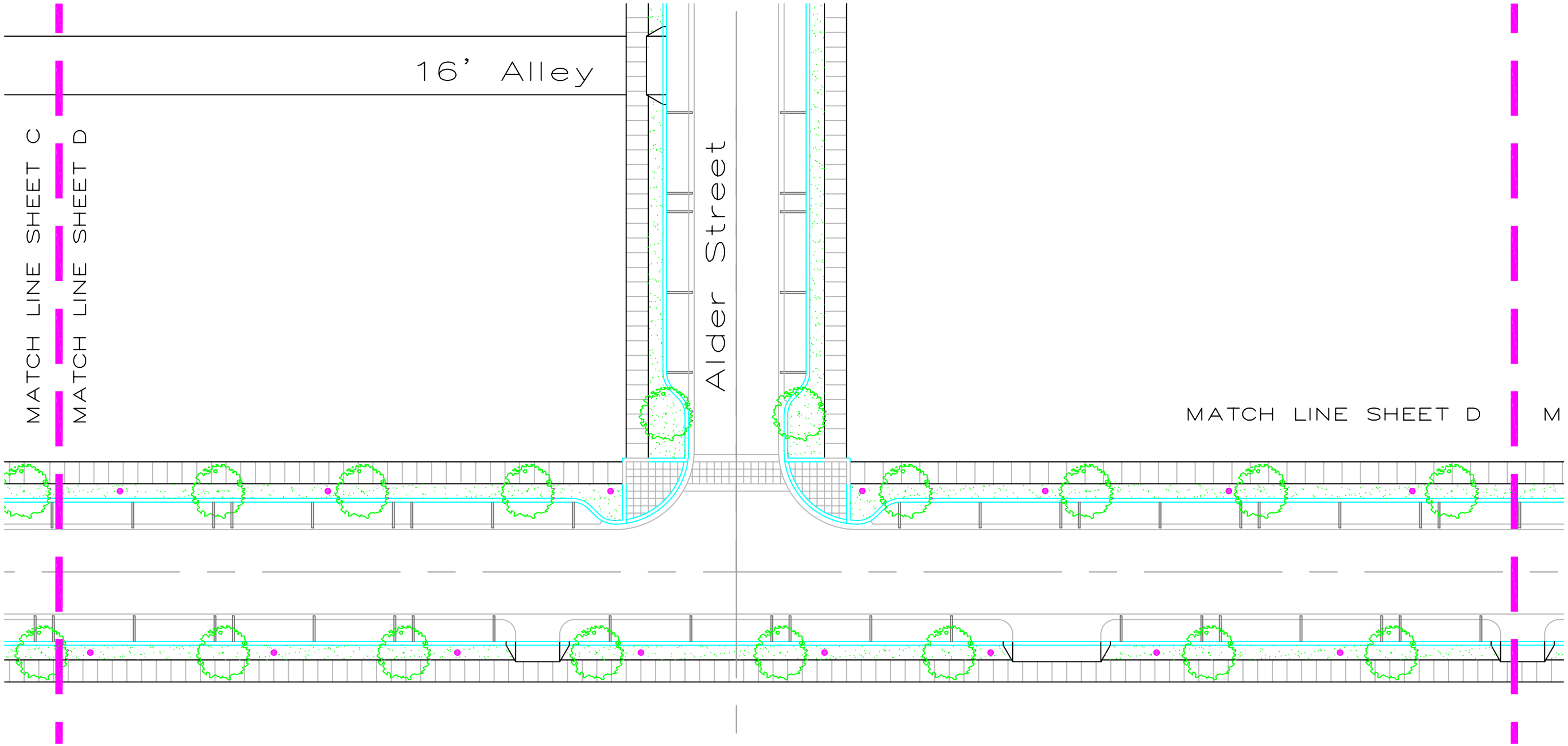
NORTH
DATE: 6-14-2004
SCALE: 1" = 30'-0"

1st STREET IMPROVEMENT LAYOUT PLAN

RICHLAND, OREGON

H. LEE & ASSOCIATES
4708 NE 22nd Ave., Vancouver, WA
98663 (360) 567-3002
ROBERT H. FOSTER CONSULTANTS
431 ASH ST., LAKE OSWEGO, OR.
97034 (503) 635-6190

SHEET C



NORTH

DATE: 6-14-2004

SCALE: 1" = 30'-0"

ALDER STREET IMPROVEMENT LAYOUT PLAN

RICHLAND, OREGON

H. LEE & ASSOCIATES

4708 NE 22nd Ave., Vancouver, WA 98663 (360) 567-3002

ROBERT H. FOSTER CONSULTANTS

431 ASH ST., LAKE OSWEGO, OR. 97034 (503) 635-6190

SHEET D

NORTH

DATE: 6-14-2004

SCALE: 1" = 30'-0"

STREET IMPROVEMENT TO MOODY ROAD LAYOUT PLAN

RICHLAND, OREGON

H. LEE & ASSOCIATES
4708 NE 22nd Ave., Vancouver, WA
98663 (360) 567–3002
ROBERT H. FOSTER CONSULTANTS
431 ASH ST., LAKE OSWEGO, OR.
97034 (503) 635–6190

SHEET E

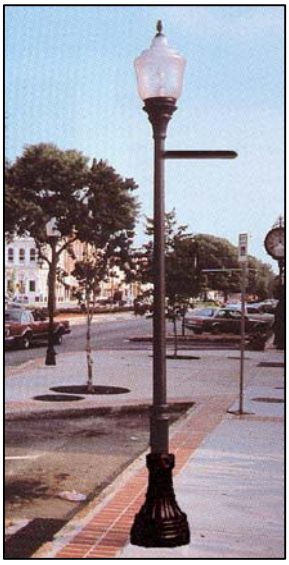


FIGURE 6-2
Preferred Types of Street Furniture

CHAPTER 7
IMPLEMENTATION

CHAPTER 7
IMPLEMENTATION

The implementation of the Richland Downtown Plan results in it first being adopted as a text amendment to the Comprehensive Plan. The findings in the Richland Downtown Plan supercede the findings in the Comprehensive Plan and it is therefore important for the Richland Downtown Plan to have authority as part of the Comprehensive Plan to help the city make decisions regarding their downtown area. Since the Richland Downtown Plan is also a refinement plan for Main Street, it also supercedes the findings in the Richland Transportation System Plan. The final component in implementing the Richland Downtown Plan is the creation of a downtown commercial zoning known as "C-D." The development code will be revised with the addition of Section 3.4 which addresses the "C-D" zone requirements. With the addition of the "C-D"zone, the comprehensive plan map/zoning map will need to be amended.

Comprehensive Plan Text and Map Amendment

The following text attached as an addendum sheet to the Comprehensive Plan should suffice in implementing the Richland Downtown Plan as part of the Comprehensive Plan. This addendum will need to be adopted through city ordinance.

> The Richland Downtown Plan has been adopted by the Richland City Council on _____, 2004 as an amendment to the Comprehensive Plan and shall guide the City Council in approving development in the Downtown Commercial ("C-D") zone. The goals, objectives, and vision contained in the Richland Downtown Plan shall serve the City Council as a guideline for approving development in the "C-D" zone.

A new comprehensive plan map/zoning map will need to be adopted through city ordinance depicting the new "C-D" district. This new comprehensive plan map/zoning map is attached to the end of this chapter for reference.

Transportation System Plan

The Main Street streetscape plan developed in the Richland Downtown Plan is a refinement plan to the Main Street improvement identified in the Richland Transportation Plan (TSP). It therefore supercedes the TSP findings. To implement the Main Street streetscape improvement plan in the Richland Downtown Plan, the TSP should be modified by an addendum sheet deferring authority to the Richland Downtown Plan in relation to the Main Street improvements. This can be done by adopting the following language through city ordinance:

> The Richland Downtown Plan is a refinement plan for the Main Street improvement area and shall supersede the Transportation System Plan in relationship to the Main Street improvements. The design concept of the Main Street improvements in the Richland Downtown Plan has its own design standards and supersedes the general standards

specified in the Richland Transportation System Plan. The TSP standards still apply to the non-Main Street improvement area.

The remainder of the Richland Transportation System Plan Addendum Sheet is reference to Chapter 6 – Preferred Alternative of the Richland Downtown Plan which summarizes the details of the Main Street improvement project.

Downtown Commercial ("C-D") District

The land development code needs to be updated with new code provisions for the Downtown Commercial ("C-D") district. The addition of the "C-D" code assures that any future downtown development and redevelopment will maintain the integrity of the downtown area as a pedestrian friendly area. The "C-D" development code can be referenced in the pocket folder at the end of this document.

Implementing Ordinance and Relevant Documents

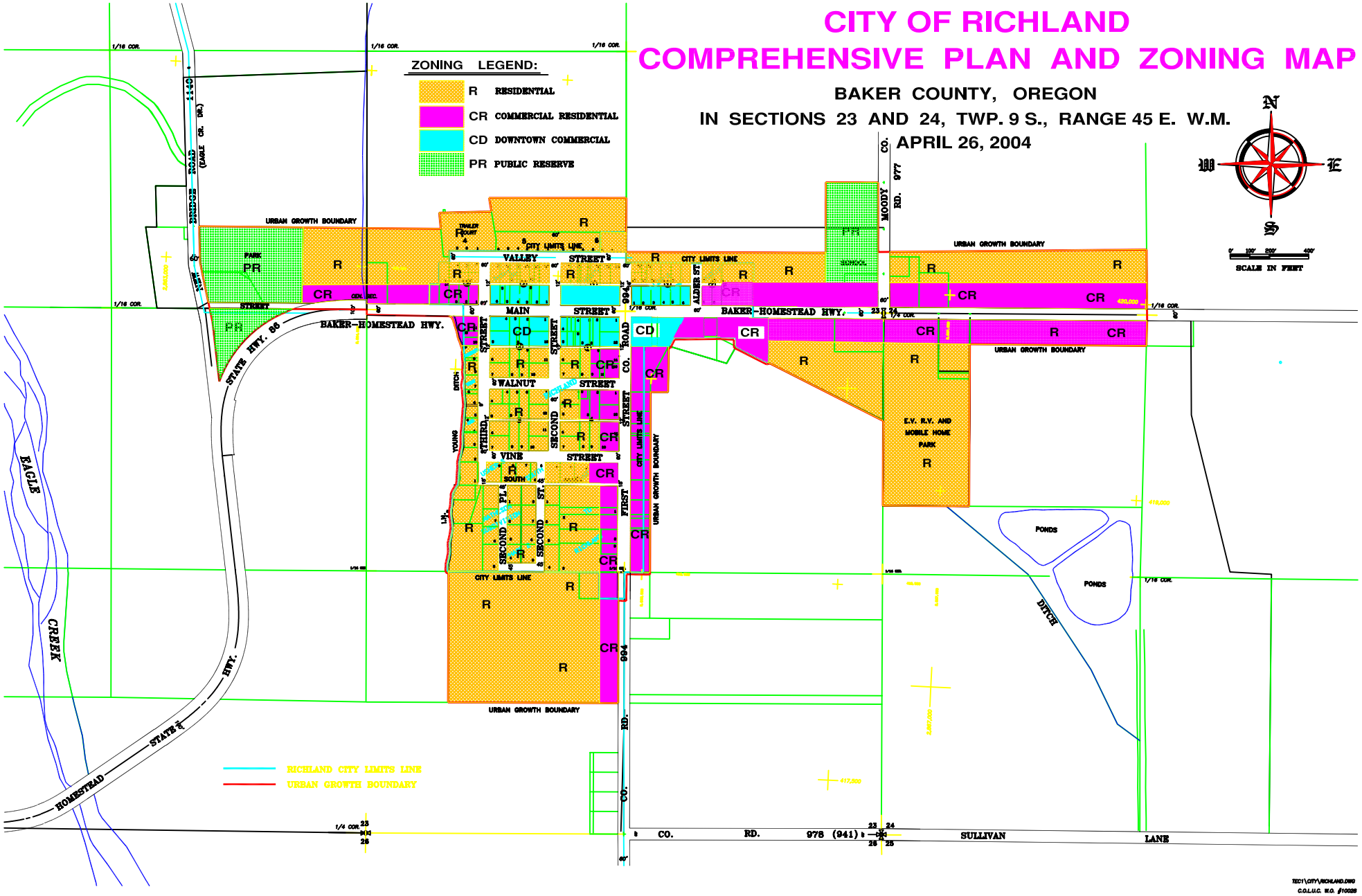
The Richland Downtown Plan implementing ordinance and attached documents to be adopted can be referenced in the pocket folder at the end of this document.

CITY OF RICHLAND
COMPREHENSIVE PLAN AND ZONING MAP

BAKER COUNTY, OREGON

IN SECTIONS 23 AND 24, TWP. 9 S., RANGE 45 E. W.M.

APRIL 26, 2004



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