



City of Connell

EASTERN
WASHINGTON'S
HARVESTLAND

PLANNING COMMISSION AGENDA

**Connell City Hall
104 E. Adams St.
Monday, October 28, 2024
5:30 PM**

1. CALL TO ORDER

2. ROLL CALL

Vangi Ellwein, Robert Misener, Jerry Sackmann, Ray Minor, Jack Brandt

3. CONSENT CALENDAR

Minutes from the August 12, 2024, Meeting of Planning Commission

4. ORDER OF BUSINESS

Tri-State Seed Infrastructure Improvements Waiver Request

5. OTHER

Next Planning Commission Meeting: To be determined

6. ADJOURN

The public is welcome and encouraged to attend this meeting. The City of Connell wishes to provide reasonable access to all public meeting for individuals with disabilities. Please contact the City Clerk at least three business days prior to the meeting for accommodations to be arranged.

CITY OF CONNELL, WASHINGTON
MEETING OF THE PLANNING COMMISSION

August 12, 2024

The meeting of the Connell Planning Commission was called to order at 5:30 p.m. in City Hall.

ROLL CALL

PRESENT:

Commissioners – Robert Misener, Jerry Sackmann, Ray Minor, Vangi Ellwein, and Jack Brandt

STAFF:

City Administrator Cathleen Koch, Planning Commission Secretary Sterling Joyner, AHBL representative MillieAnne VanDevender

MEMBERS OF PUBLIC:

Richard Jansons, Kristin Jansons, and Bailie Jansons

APPROVAL OF MINUTES:

Commissioner Ellwein expressed concern regarding the minutes and the recent city council meeting she attended. She noted that while she was present to represent the commission, she didn't feel she was the most knowledgeable person to address all the issues. Commissioner Ellwein emphasized that it appeared many council members had not reviewed the commission's proposals. To clarify the commission's position, she read the summary of their recommendations and the motion directly from the commission's documents. This action seemed to clarify the discussion, leading the council to align with the commission's recommendations. She acknowledged that although she may not have been the ideal representative, she felt compelled to speak up as the only commission member present.

Chair Misener thanked Commissioner Ellwein for her efforts in representing the commission.

The minutes of the May 28, 2024, Planning Commission meeting were approved unanimously following a motion by Commissioner Minor and a second by Commissioner Brandt.

PUBLIC HEARING BEGAN AT 5:34 PM

PUBLIC HEARING – 2024-06 Heritage Heights Preliminary Plat

Chair Misener stated that the purpose of the public hearing was to consider Heritage Heights Preliminary Plat and explained the procedure of the hearing and the Commission's request for public input to better understand the issues for making recommendations to the City Council. **MillieAnne VanDevender** of AHBL was invited to present the staff report.

STAFF REPORT –

VanDevender provided an overview of the application for a preliminary plat of eight lots submitted by **Richard and Kristen Jansons of KB Heritage Two LLC**. The site is located on North Fifth Avenue, where four parcels currently house eight duplex units. The proposal aims to subdivide these four parcels into eight lots, with each lot containing one duplex unit, resulting in a zero-lot-line development.

Location Details:

- **Site:** The parcels are located at the intersection of North Fifth Avenue, West Clark Street, and West Davis Street, with an alley to the east.
- **Current Development:** There are eight duplex units on four parcels. The site is within a residential medium-density zone.
- **Surrounding Area:**
 - To the east: A short plat is under conditional approval.
 - To the west: Townhomes are under development following a short plat approval.
 - Nearby: Middle school and high school are situated to the south and west.

Proposed Plat: The proposal involves dividing the existing four parcels, each containing a duplex, into eight lots, with lot lines running through the middle of each duplex. This type of development is classified as a zero-lot-line subdivision. The lot sizes will range from approximately 3,800 to 5,000 square feet.

Code Compliance: The proposed development meets the minimum zoning requirements for the RM zone, including setbacks and lot frontage. The city's recent code update allows for existing structures to be converted to zero-lot-line dwellings, with provisions to waive minimum lot size and frontage requirements.

Infrastructure Requirements: **VanDevender** emphasized the importance of requiring sidewalks along West Davis Street and North Fifth Avenue, especially given the proximity to local schools. The requirement is consistent with the city's policies for ensuring public safety and providing safe routes to schools.

Deviation Request: The applicant submitted a request for a deviation from the infrastructure requirements, specifically for relief from constructing sidewalks, curbs, and gutters.

VanDevender explained that the deviation process allows for such requests if there are exceptional circumstances, but after analysis, the staff found no such conditions in this case.

Staff Recommendation: Staff recommended denying the deviation request for the following reasons:

- There are no exceptional circumstances that would warrant a deviation.
- Granting the deviation would be inconsistent with the city's approach to similar developments in the area, where sidewalks and other infrastructure were required.

- Allowing the deviation could pose a risk to public safety, particularly for children walking to and from nearby schools.
- It would create a gap in the sidewalk network, which contradicts the city's comprehensive plan that emphasizes shared infrastructure costs between developers and the city.

VanDevender outlined possible options for the Planning Commission:

1. Deny the deviation request and require full infrastructure improvements (sidewalks, curbs, and gutters).
2. Accept the deviation request, relieving the applicant of the obligation to provide any infrastructure improvements.
3. Recommend partial improvements, such as requiring sidewalks on one street but not the other.

DISCUSSION -

Commissioner Ellwein asked for clarification regarding the timing of the deviation request and whether the infrastructure requirements were in place when the project began. **Administrator Koch** clarified that while the code always required sidewalks, the enforcement was inconsistent. She acknowledged that the omission of sidewalks in the original site plan was a city oversight, not the applicant's fault.

COMMISSIONER COMMENTS

Commissioner Brandt raised a question about the original site permit, noting that sidewalks and curbs were not required at that time.

VanDevender confirmed that sidewalks and curbs were not provided under the original permit.

Chair Misener clarified that sidewalks and curbs were not asked for because they were not a requirement of the original permit.

Commissioner Ellwein concurred, stating that the project was approved because it met the requirements at the time.

VanDevender explained that as long as the property remains unchanged, the applicant is not obligated to provide sidewalks since no new activity has triggered city requirements. However, with the submission of the preliminary plat application, the city now has the opportunity to review the project, and sidewalks are required.

Commissioner Ellwein asked even if it's been inhabited?

VanDevender confirmed that this is the case for the current application.

Commissioner Ellwein remarked that it seems the responsibility for this oversight lies with the city.

Administrator Koch responded by clarifying that while the city failed to enforce the requirement initially, the process for the preliminary plat is being handled correctly now. She acknowledged that the city's error in not requiring sidewalks originally has complicated the situation.

Commissioner Ellwein expressed understanding of the current requirement but noted that the sudden change places a significant burden on both the inhabitants and the applicant. She emphasized the fairness issue, given that the project was originally approved as meeting the requirements.

Administrator Koch acknowledged the validity of **Commissioner Ellwein's** concerns, reiterating that while the city should have enforced the requirement initially, the current process is following the correct procedures for a preliminary plat.

Commissioner Brandt reflected on the fairness of the situation, suggesting that while the sidewalks and curbs should have been included initially, the current requirement to add them now is challenging. He proposed considering a compromise, such as requiring sidewalks and curbs but not gutters, given the significant cost and logistical challenges of adding gutters at this stage. He emphasized the importance of fairness and compromise, acknowledging the applicant's good faith efforts and the value of the housing they have provided to the community.

Commissioner Ellwein agreed with **Commissioner Brandt**, highlighting that the applicant has acted in good faith throughout the process. She noted that the applicant, despite not residing in the city, made significant contributions to the community by providing affordable and aesthetically pleasing housing. She emphasized the delays the applicant has faced since 2021 and expressed a desire to hear directly from the applicant before making further comments.

Chair Misener asked if there were any additional comments or discussion.

Secretary Joyner added that the issue of sidewalks was not inadvertently overlooked but rather discussed early on. The developer had volunteered to install sidewalks on North Fifth Avenue, which the city welcomed. However, the current mandate for sidewalks, curbs, and gutters is seen as a burden at this point. **Joyner** emphasized that the city has been supportive of the developer's initial willingness to install the sidewalks and noted that the situation became more complicated as the project progressed.

Chair Misener invited the applicant to present their side of the issue.

APPLICANT COMMENTS

Richard Jansons began by expressing his appreciation for the opportunity to address the commission. He shared that he and his wife chose to build in the area due to strong family ties, noting that the project holds significant personal importance to them. He clarified that when they

initially constructed and platted the property, they were unaware that the code required sidewalks, curbs, and gutters. Jansons emphasized that if these requirements had been known, they would have complied during the original construction, as it would have been more cost-effective.

Jansons explained that he has already incurred additional costs, including \$5,000 for engineering surveys related to this issue. He noted that retrofitting the required infrastructure at this stage would cost between \$40,000 and \$50,000. Despite these challenges, he pointed out that he and his wife had invested in the community by constructing quality homes with hardy plank siding, fencing, and landscaping, even though these enhancements were not required. While **Jansons** expressed a willingness to install a sidewalk, he clarified that meeting the full extent of current city code requirements for sidewalks, curbs, and gutters would be prohibitively expensive.

He then compared his situation with other recent builds in the area, highlighting that similar requirements were not enforced on those properties, including some across the street and near the Catholic Church. He reiterated that had these requirements been included in the original plans or permits, they would have complied at that time.

Jansons formally requested a deviation from the requirement to install sidewalks, curbs, and gutters, citing Connell Municipal Code (CMC) 16.16.410(D). He argued that no additional infrastructure upgrades should be mandated, as there is no increase in the number of dwellings or expansion of existing infrastructure. He provided a detailed explanation of the relevant code sections and asked that the Planning Commission and City Council approve the preliminary plat without the conditions proposed by city staff.

The applicant expressed concern about the financial burden and the disruption that retrofitting sidewalks, curbs, and gutters would cause to the residents. He emphasized that the homes were constructed under valid permits and met all the requirements at that time. **Jansons** also mentioned the significant efforts made to improve the property, including cleaning up the area and constructing high-quality homes. He stressed that the additional costs associated with retrofitting would be prohibitive and, without the requested deviation, the properties would likely remain rental units rather than being sold as townhomes.

Jansons requested the removal of specific conditions in the staff report related to sidewalks, curbs, gutters, and other infrastructure requirements. He also sought clarification and potential removal of conditions regarding stormwater improvements, separation of sewer lines, and other related infrastructure requirements.

In his final remarks, **Jansons** reiterated his commitment to the community and his desire to make the properties both safe and attractive. He indicated that if the requested deviation is not approved, the backup plan would be to retain the properties as rental units, which are already generating positive cash flow. **Jansons** concluded by opening the floor to any questions from the commissioners.

COMMISSIONER QUESTIONS OF APPLICANT

Commissioner Ellwein inquired about the over \$10,000 that **Mr. Jansons** mentioned paying into the process. She asked if he knew how that money was used and what exactly it was for.

Richard Jansons responded that the city billed him for services from AHBL, which accounted for a significant portion of the expenses. He also mentioned spending around \$4,000 to \$5,000 on a surveyor who conducted work such as placing pins and measuring the middle of each building. The surveyor then prepared necessary documentation for submission to the county and city, eventually requiring signatures on mylar. **Jansons** clarified that the combined expenses exceeded \$10,000, and he has yet to pay for the engineering services, as they are still in discussions about the potential costs.

Commissioner Ellwein asked if these fees are standard for everyone.

Administrator Koch explained that the fees were not associated with the preliminary plat or the specific building permits and homes under discussion. The fees were related to **Mr. Jansons'** request for a zero-lot-line code amendment, which required an extensive process, including AHBL services and multiple planning commission and city council meetings. She emphasized that the fees billed to **Mr. Jansons** were strictly for AHBL expenses and did not include city staff time or other administrative costs.

Commissioner Ellwein summarized that the fees were incurred due to a request for a code change.

Administrator Koch confirmed, noting that whenever a developer requests a code amendment, the city makes efforts to prioritize and move the process forward, though there are no guarantees of approval. She acknowledged the positive outcome in this case and expressed appreciation for **Mr. Jansons'** contributions to the community. **Koch** also highlighted the challenges of balancing fairness to developers with the city's broader responsibilities.

Chair Misener asked if there were any further questions for **Mr. Jansons**.

Commissioner Ellwein expressed gratitude to **Mr. Jansons** for his diligence in adhering to the process, maintaining strong communication with the city, and being patient despite delays. She particularly appreciated the efforts to include yards and fences in the development, which she viewed as a significant improvement over other new constructions in the area.

Chair Misener also praised **Mr. Jansons'** demeanor throughout the process, noting that other individuals in similar situations often exhibit less patience and understanding.

Commissioner Brandt suggested a compromise, proposing that sidewalks be added to the development to enhance safety, particularly in areas where vehicles drop off children. He acknowledged the rising costs and the need to balance fairness with practical considerations.

Richard Jansons indicated willingness to install a five-foot-wide sidewalk, aligned with driveways, with a curb on the parking side to prevent vehicles from parking on the sidewalk. He viewed this as a more manageable and cost-effective solution.

Commissioner Ellwein agreed that sidewalks would be beneficial and appreciated the compromise. She noted that some recent constructions, including one across the street from her, did not include sidewalks, even though they enhance neighborhood safety.

Chair Misener supported the idea of sidewalks, particularly in areas with heavy foot traffic, such as near schools. He shared a personal experience of nearly being hit by a car while walking his dog and emphasized the safety improvements sidewalks would bring.

Richard Jansons confirmed that he would install the sidewalk as discussed, and his wife, who handles signing documents, also agreed.

Commissioner Ellwein expressed satisfaction with the proposed compromise, believing it to be a fair resolution.

NO PUBLIC COMMENT GIVEN

Chair Misener invited discussion among the commissioners.

Commissioner Sackmann supported the compromise to include sidewalks, believing it to be a fair solution.

Commissioner Ellwein agreed, stating that while the request for full curb and gutter installations might be excessive, the sidewalk compromise was reasonable.

MOTION:

Commissioner Ellwein moved to adopt the findings and conclusions contained in the staff report and recommend approval of the preliminary plat of Heritage Heights to the City Council with the list of conditions as prepared by staff and the deviation granted to allow applicant to provide partial improvements to include a version of sidewalk that meets code.

Commissioner Brandt seconded the motion. The motion passed unanimously.

Commissioner Ellwein asked when the issue would go to the city council for final approval.

Administrator Koch informed the group that efforts were underway to complete the minutes promptly, aiming to include them on the next agenda scheduled for August 21st.

THE HEARING PORTION CONCLUDED AT 6:44 pm.

Commissioner Ellwein asked about a large pile of dirt located near the county building on Columbia. **Chair Misener** clarified that the pile was moved there because the County shop no longer has a dedicated dirt storage pit, likening it to how the city stores gravel and dirt for street-related work at the public works yard.

Secretary Joyner updated the commission on the likelihood that the next probable meeting could occur in September.

Commissioner Ellwein noted that a significant dirt pile near the grocery store had disappeared and observed that materials for Ace Hardware had arrived, with construction progressing quickly. **Commissioner Brandt** commented on the efficiency of ironworkers, suggesting that the framing work would be completed swiftly.

Commissioner Ellwein also inquired about developments at Metro Mart, specifically asking if a restaurant was planned. In response, **Administrator Koch** said she understands from staff that Metro Mart is not currently planning a restaurant due to insufficient business volume, though they hope to reach that point eventually.

Administrator Koch shared an update regarding Franklin PUD's plan to install fiber throughout the town, starting mid-September. This project will connect every home unless declined, promising significantly improved internet service for Connell and Basin City. The installation will be underground where utilities are currently buried and above ground elsewhere, with completion expected before the ground freezes.

Commissioner Brandt expressed approval of the upcoming internet improvements, noting issues with teleworking due to current connectivity. **Administrator Koch** discussed potential internet speeds and costs, estimating prices between \$25 to \$80 per month, and offered to provide more detailed information if needed.

Commissioner Minor mentioned considering holding off on switching from CenturyLink until the new fiber service is available. **Administrator Koch** noted that more communication about the project would be forthcoming and invited commissioners to review the available paperwork for further details.

MEETING ADJOURNED: The meeting was adjourned at 6:52 p.m.

Planning Commission Chair Robert Misener

ATTEST:

Planning Commission Secretary Sterling Joyner



City of Connell

EASTERN
WASHINGTON'S
HARVESTLAND

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FACT SHEET/STAFF REVIEW

TRI STATE SEED FRONTAGE WAIVER FOR PLANNING COMMISSION REVIEW

- Attachments:** 1. Chapter 12.02 CMC Complete Streets Policy
2. Frontage Waiver request
- Meeting Date:** October 28, 2024
- Applicant:** Mason Douglass, General Manager – Tri State Seed
- Owner(s):** Tri State Seed
- Location:** 1000 North Columbia Ave, Parcel # 106662105
- Legal Description:** LOT 2 OF SHORT PLAT 2006-12

Note: This report was prepared by AHBL, Inc. under a contract with the City for land use planning services.

BACKGROUND

Tri State Seed has applied for a frontage waiver to waive the code requirements for the construction of curb, gutter, and sidewalk improvements along the frontage of N. Columbia Ave. The request is associated with a pending site plan review permit for an office replacement under City File # 24-119.

Connell Municipal Code 12.20.020 requires frontage improvements unless a waiver is approved by the Planning Commission and confirmed by the City Council:

12.20.020 Issuance of building permit.

No building permit shall be issued by the city for the construction of or substantial remodeling of structures on any paved street, unless such plans include provisions for constructing the curbs, gutter and sidewalks, except in special circumstances in which such curb, gutter and sidewalk would be useless, are already installed, or such requirement would be unreasonable, and waiver thereof is approved by the planning commission and confirmed by the city council, by resolution setting forth the reasons for such waiver.

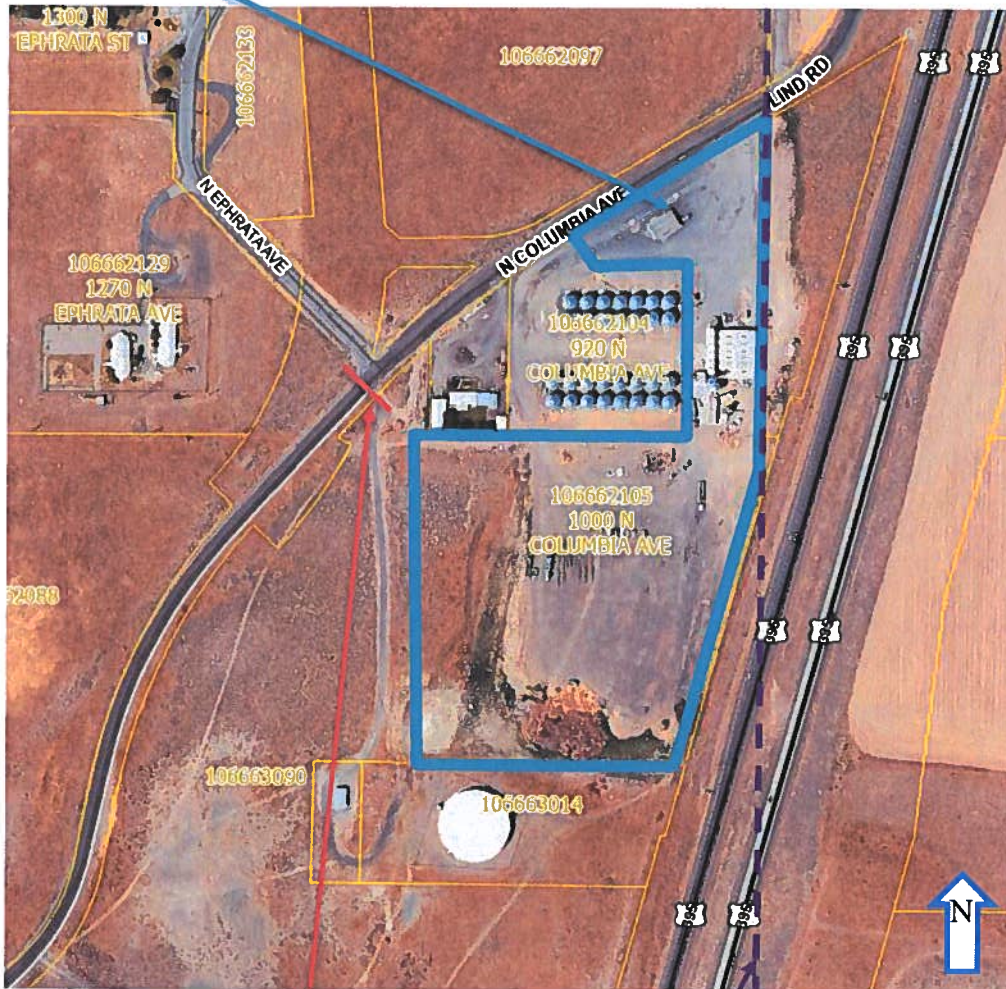
ANALYSIS

The proposed office replacement will be located on one parcel which carries two zoning designations: the northern portion of the parcel is zoned Commercial Highway (CH), and the southern portion is zoned

Industrial-Light (IL). The only means of access to the area zoned IL from N. Columbia Ave. is to cross over the area zoned CH. There is also an existing truck scale located on-site as well as a warehouse. The proposal is located on one of two parcels under common ownership. Tri State Seed owns the adjacent parcel to the west which also has frontage along N. Columbia Ave.

The site lacks curb, gutter, and sidewalk along the street frontage; per CMC 12.20.010, the applicant must provide those improvements. The applicant proposed curb, gutter, and sidewalk along the street frontage of the property as shown on the engineered site plans and detail drawings dated July 31, 2023, and subsequently submitted to the City. There are curb, gutter, and sidewalk improvements along a portion of N. Columbia Ave. located to the south and west of the project site that currently end to the west of the intersection with N. Ephrata Ave.

Project site



End of existing sidewalk

City limits

The current and future planned use for the site is warehousing and sales of non-hazardous farm materials (agricultural seeds). This is an allowed use in the IL zoning district, but it is not an allowed use in the CH zoning district (nor is an office use).

- In this unique circumstance with a split-zoned parcel, part of the business is in an area of the site where the *use is allowed*, and part of the business is located in an area of the site where the *use is not allowed*.
- Many of the structures necessary for the business are located within the portion of the property zoned CH (such as a truck scale and a warehouse).
- There are additionally several grain bins located on the adjacent parcel (#106662104) which Tri State Seed also owns and which is also zoned CH.

The applicant provided the following rationale on their petition:

We request that a waiver of the curb, gutter, and sidewalk requirement be granted for this project because they would be useless and unreasonable for the following reasons:

- *The existing road in this area does not have curb, gutters, or sidewalks;*
- *Adding curb, gutter, and sidewalks would create more facilities for TSS to maintain, without benefiting the public;*
- *TSS is only required to pour curb, gutter, and sidewalks on one lot, not the adjoining lot. The sidewalks will likely never connect as TSS is landlocked on the adjoining parcel and will never build there in the future;*
- *Public Safety concern to have a sidewalk leading towards the freeway;*
- *TSS has no walk-in business, we are agriculture heavy truck traffic facility – not a good area for pedestrians to be walking; and*
- *The cost is substantial, and no benefit to the public or TSS.*

In 2005, the City adopted Ordinance 792 adding requirements in CMC 12.20.020 for sidewalks in all zones within the city limits, recognizing that pedestrian movement is a basic means of circulation.

Next, in 2018 the City Adopted a “Complete Streets Policy” which is codified at Chapter 12.02 CMC and attached.

The Transportation Element of the City’s Comprehensive Plan includes the following goal and policy regarding sidewalks:

Goal 3

“To recognize bicycle and pedestrian movement as basic means of circulation and to assure adequate accommodation of bicycle, pedestrian, and physically challenged persons needs in all transportation policies and facilities.”

Policy 4

“Require sidewalks on both sides of streets in public and private development projects in accordance with the City’s “Complete Streets” standards.”

Generally, sidewalks are most important to construct throughout an area having destinations that people would access directly on foot. However, in certain situations the requirement is unreasonable or useless, and as such the code allows for a waiver.

Staff supports the applicant’s request based on a combination of factors: the site’s zoning, its location away from amenities and destinations, and the nature of the surrounding development.

Waivers are first considered and approved or disapproved by the Planning Commission, and then must be confirmed by the City Council. If approved, the waiver will be approved via Resolution. There is no public hearing on these requests.

RECOMMENDATION¹

Staff recommends the Planning Commission consider the project background and analysis and approve the request waiving the requirements for curb, gutter, and sidewalk along the street frontage for the pending Tri State Seed site plan approval to replace an office building.

RECOMMENDED MOTION:

“I move to forward to the City Council approval of the frontage waiver request for Tri State Seed.”

¹ The recommendation of staff is not binding and may be altered following the consideration of the Planning Commission meeting.

ATTACHMENT #1

Chapter 12.02

COMPLETE STREETS POLICY

Sections:

- 12.02.010 Purpose.
- 12.02.020 Definitions.
- 12.02.030 Exceptions.
- 12.02.040 Complete streets infrastructure.
- 12.02.050 Goals to foster partnerships.
- 12.02.060 Best practice criteria.
- 12.02.070 Implementation of complete streets principles.

12.02.010 Purpose.

The city of Connell shall, to the maximum extent practical, scope, plan, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, future transit users, motorists, emergency responders, freight and users of all ages and abilities in all new construction, retrofit or reconstruction projects. Complete streets will increase physical activity among people of all ages and abilities which in turn could reduce chronic disease, obesity and air pollution. Through ongoing operations and maintenance priorities, community engagement and evaluation, the city of Connell shall identify cost-effective opportunities to include complete streets practices. (Ord. 988 § 1 (part), 2018).

12.02.020 Definitions.

“Complete street” means a road that is designed to be accessible for drivers, bicyclists, transit vehicles and riders, freight, emergency service providers and pedestrians of all ages and abilities. The complete street policy focuses not just on changing individual roads, but on changing the decision-making process so that all users are considered during the planning, designing, building and operation of all roadways.

“Complete streets infrastructure” means design features that contribute to a safe, convenient and comfortable travel experience for users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; pedestrian and traffic signals; signage; street furniture; bicycle parking facilities; traffic calming devices such as rotary circles, traffic bumps and surface treatments such as paving blocks, textured asphalt and concrete, narrow vehicle lanes and raised medians.

“Street” means any public right-of-way including arterials, connectors, alleys, ways, lanes and roadways by any other definition, as well as bridges, tunnels and any other portions of the transportation network that is open for use by the general traveling public.

“Street project” means the construction, reconstruction, retrofit, maintenance, alteration or repair of any street, and includes the planning, design, approval and implementation processes.

“Users” means individuals that use streets, including pedestrians, bicyclists, motor vehicle drivers, public transportation riders and drivers and emergency vehicles. (Ord. 988 § 1 (part), 2018).

12.02.030 Exceptions.

Facilities for pedestrians, bicyclists, transit users and/or all people of all abilities are not required to be provided when:

- (a) A documented absence of current or future needs exists;
- (b) Nonmotorized uses are prohibited by law;

- (c) Routine maintenance of the transportation network is performed that does not change the roadway geometry or operations, such as mowing, sweeping and spot repair;
- (d) The cost would be disproportionate to the current need or probable future uses;
- (e) The mayor or council issues a documented exception concluding that application of complete streets principles is unnecessary or inappropriate. (Ord. 988 § 1 (part), 2018).

12.02.040 Complete streets infrastructure.

As feasible, the city of Connell shall incorporate “complete streets infrastructure” into existing public streets to create a comprehensive, integrated, connected transportation network for Connell that balances access, mobility, health and safety needs for pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities, ensuring a fully connected, integrated network that provides transportation options. (Ord. 988 § 1 (part), 2018).

12.02.050 Goals to foster partnerships.

It is a goal of the city of Connell to foster partnerships with all Washington State transportation funding agencies including the Washington State Department of Transportation (WSDOT), the Federal Highway Administration, Transportation Improvement Board, Connell School District, citizens, businesses, interest groups, neighborhoods and any funding agency to implement the complete streets ordinance. (Ord. 988 § 1 (part), 2018).

12.02.060 Best practice criteria.

The city of Connell city council or designee shall modify, develop and adopt policies, design criteria. Standards and guidelines based upon recognized best practices in street design, construction and operations including but not limited to the latest editions of American Association of State Highway Transportation Officials (AASHTO), Manual on Uniform Traffic Control Devices (MUTCD), Institute of Transportation Engineers (ITE) and National Association of City Transportation Officials (NACTO) while reflecting the context and character of the surrounding built and natural environments and enhance the appearance of such. (Ord. 988 § 1 (part), 2018).

12.02.070 Implementation of complete streets principles.

The city of Connell will incorporate complete streets principles into the city’s comprehensive plan, public works standards, other plans, manuals, rules, regulations and programs as feasible and appropriate. (Ord. 988 § 1 (part), 2018).



Connell 509-234-2500
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P.O. Box 1229 • 1000 N. Columbia Ave. • Connell, WA 99326

Lee Barrow
Cathleen Koch
City of Connell
104 E Adams St.
Connell, WA 99326

RE: Tri-State Seed Office Building Project (24-119)
Sidewalk, Curb and Gutter Improvements Waiver Request

Dear City of Connell:

Tri-State Seed is in the process of building a new office building at 1000 North Columbia Ave. Section 12.20.020 of the City's municipal code requires frontage improvements unless a waiver is approved:

12.20.020 Issuance of building permit.

No building permit shall be issued by the city for the construction of or substantial remodeling of structures on any paved street, unless such plans include provisions for constructing the curbs, gutter and sidewalks, except in special circumstances in which such curb, gutter and sidewalk would be useless, are already installed, or such requirement would be unreasonable, and waiver thereof is approved by the planning commission and confirmed by the city council, by resolution setting forth the reasons for such waiver.

We request that a waiver of the curb, gutter, and sidewalk requirement be granted for this project because they would be useless and unreasonable for the following reasons:

- The existing road in this area does not have curb, gutters, or sidewalks.
- Adding curb, gutter, and sidewalks would create more facilities for TSS to maintain, without benefiting the public.
- TSS is only required to pour curb gutter and sidewalks on one lot, not the adjoining lot. The sidewalks will likely never connect as TSS is landlocked on the adjoining parcel and will never build there in the future.
- Public Safety concern to have a sidewalk leading towards the freeway.
- TSS has no walk in business, we are agriculture heavy truck traffic facility- not a good area for pedestrians to be walking.
- The cost is substantial, and no benefit to the public or TSS.

If you have any questions or need any additional information, please contact me at 509-380-4425 or via email at mason@tristatseed.com

Sincerely,

A handwritten signature in black ink that reads 'Mason Douglass'. The signature is written in a cursive, flowing style.

Mason Douglass
General Manager-Tri-State Seed