



CITY OF RITZVILLE

Comprehensive Plan

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Project Information

Project: City of Ritzville Comprehensive Plan
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Introduction

This comprehensive plan was developed to guide the growth and development of the City of Ritzville over the next 20 years. Although communities within Adams County are not planning under the full provisions of the Growth Management Act (RCW 36.70A), Ritzville has elected to update its comprehensive plan in a manner consistent with the requirements of the Act as summarized below.

Growth Management Act

The Growth Management Act of 1990 was enacted to “reduce the inappropriate conversion of land to sprawling, low-density development.” The protection of “critical areas”, including potable water, wildlife habitat, frequently flooded areas and sensitive natural resources was mandated by this legislation. In 1991, the law was amended to require the designation of urban growth boundaries around incorporated communities. Ritzville is not required to plan fully under the Act, but has elected to incorporate portions of it into its process and its comprehensive plan as described below:

- ◆ A planning process guided by citizens, subject to “early and continuous” public participation.
- ◆ A Land Use Element which includes a map showing the appropriate location for different land uses (such as residential, commercial, and industrial) and recommended standards for population density and building intensity.
- ◆ A Transportation Element designating a system of roads, trails, and transportation facilities to safely and efficiently move goods and people throughout the community; this element should be compatible and integrated with the land use plan for the city.
- ◆ Designation and protection of “critical areas” in conjunction with work already performed by Adams County.
- ◆ Development of a Capital Facilities Element to ensure that the provision of adequate infrastructure keeps pace with new development and ongoing maintenance needs.
- ◆ A Parks and Recreation Element setting standards for provision of parks and recreation facilities and containing a plan to ensure that adequate recreation opportunities are available to all residents.
- ◆ Preparation of development regulations to implement the adopted comprehensive plan shortly after the comprehensive plan’s adoption.

This comprehensive plan has a vision statement for the community, along with goals and policies to guide development over the next twenty years.



Community Profile

The community profile articulates past and current characteristics of the community to help plan for future conditions. It includes information regarding Ritzville's setting and history, along with key characteristics like demographic composition, education, and employment trends. This helps establish an understanding of where Ritzville has been, where it is now, and where it hopes to go in the future – setting the foundation for the policies expressed in this plan. Wherever possible, data for Ritzville is compared with data from Adams County or the State of Washington as a whole, illuminating how the City compares with the larger surrounding regions.

Setting and History

Ritzville is a small community, located in the eastern portion of Adams County near the intersection of Interstate 90 and US 395. The City lies in the middle of rolling wheat fields, centered around the BNSF rail line linking Spokane to the Tri-Cities. The downtown core is located in a draw alongside the railroad lines, while the hills east and south of downtown contain much of the City's residential area.

Originally founded in 1854, and the County Seat since 1884, Ritzville was established as the trade and financial center for the surrounding agricultural community. In its early days, Ritzville bustled with industry, and soon became the largest inland exporter of wheat in the world. Changes in the agricultural industry over the last several decades have impacted the economies of rural communities like Ritzville. Although it still features a diverse business base serving a large surrounding trade area, Ritzville is seeking to redefine its place in a more globalized economy.

The adjacent interstate has made travel to Spokane (60 miles northeast), the Tri-Cities (75 miles south), and Moses Lake (45 miles west) convenient for both residents and commerce. While some communities closer to larger commerce centers such as Spokane have experienced difficulty in maintaining adequate support for local business, Ritzville is sufficiently far away from these larger communities to maintain its position as a center for day-to-day retail, dining, and entertainment needs for the surrounding trade area. New development south of the City along Highway 261 and U.S. Route 395 over the last decade have brought new jobs to the City. Access to technology and the convenient drive to Spokane will allow enterprising professionals to relocate to Ritzville to enjoy the small-town atmosphere while still earning adequate family wages.



Community Characteristics

The following sections summarize the existing conditions within the City of Ritzville, including demographics, population trends, and economic indicators, providing the context to inform the elements of this Comprehensive Plan. Data sources used include U.S. Census Decennial Data, U.S. Census American Community Survey (ACS) 2020 5-Year Estimates, and Washington State Office of Financial Management (OFM) housing data and population projections.

Population

Historic Population Trends

Throughout much of its existence, Ritzville's population has fluctuated between 1,700 and 1,900 residents. Following substantial growth in the first decade of the 20th century, the population stabilized until a second boom following World War II. That post-war boom sustained a population of approximately 2,150 residents through 1960, after which the population receded to population levels in line with the first half of the century. This has led to a **relatively consistent population in Ritzville over the past 50 years**. Meanwhile both Adams County and Washington State experienced significant growth each decade, with both approximately doubling in size between 1970 and 2020.

Recent Population Growth

In 2010, the City's population was 1,673 residents, the lowest Census-reported population since 1900. In the years following, Ritzville grew at an average rate of 0.5% annually through the 2020 Census (see Figure 1), increasing from

1,673 to 1,767 (a total of 5.6%) over that ten-year span. Adams County grew at twice the rate of Ritzville, with an average increase of 1% annually between 2010 and 2020, growing from 18,728 to 20,613.

Table 1 illustrates Ritzville's population as a percentage of Adams County's population from 1900 through 2020. The City's share of the population grew steadily through 1950 – at its peak, the City accounted for nearly one-third of the County's population – but has been decreasing since then. In 2020, Ritzville's population accounted for only 8.6% of Adams County's population, down from 8.9% in 2010. These numbers indicate that **population growth has occurred largely outside of Ritzville city limits over the last several decades**.

While Adams County is experiencing a higher growth rate than the City of Ritzville, **the City is still experiencing steady growth**. The Washington State Office of Financial Management (OFM) estimates that the population of Ritzville in 2023 is 1,785, which is an additional increase in population of 1% since 2020. This continued growth indicates **the need for continued planning and development within the City of Ritzville**.

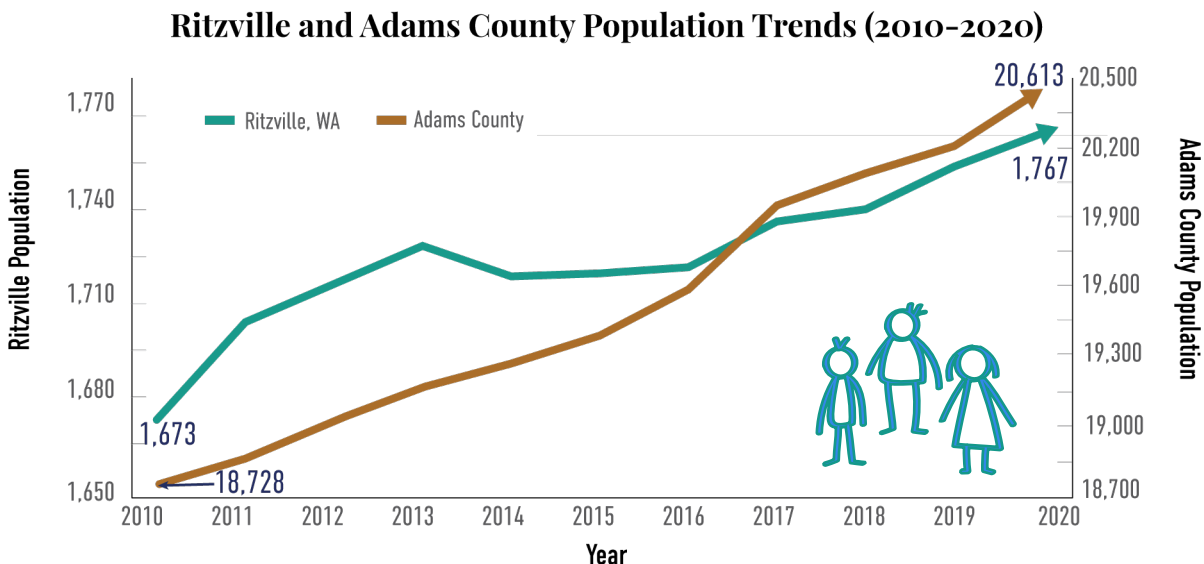
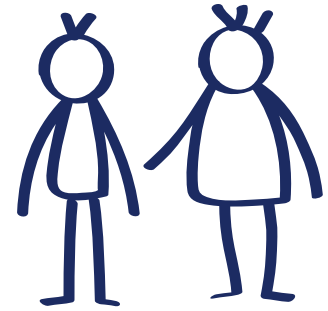


Figure 1. Ritzville and Adams County Population Trends 2010-2020

Year	Ritzville Population	Adams County Population	% of County Population
1900	761	4,840	15.7%
1910	1,859	10,920	17.0%
1920	1,900	9,623	19.7%
1930	1,777	7,719	23.0%
1940	1,748	6,209	28.2%
1950	2,145	6,584	32.6%
1960	2,173	9,929	21.9%
1970	1,876	12,014	15.6%
1980	1,800	13,267	13.6%
1990	1,725	13,603	12.7%
2000	1,758	16,428	10.7%
2010	1,673	18,728	8.9%
2020	1,767	20,613	8.6%

Source: U.S. Census Bureau, Decennial Census Data



Population Projections

OFM provides a low, medium, and high series of population projections for each county in Washington State every five years. The most recent available projections are from 2022. The medium projection series for Adams County projects a population of 25,082 by 2044.

Assuming that Ritzville maintains an approximate county population-share of 8.6% through 2044, the population projection for the City of Ritzville is estimated to be about **2,157 residents** – a net increase of 372 residents over 20 years. This equates to a total increase in population of 21% from 2023-2044, or approximately 1% per year. This projected growth is higher than the growth experienced over the past decade, but this is justified based on the current demand for housing, recent annexations, and planned developments that will all be completed in the coming years.

Race and Ethnicity

Over 86% of the Ritzville population is white, as compared to 73.5% in the state of Washington and only 59.2% in Adams County overall. About 13.9% of Ritzville’s residents identify as Hispanic or Latino, a ratio comparable to that of the state as a whole (12.9%) but vastly below that of Adams County (63.9%). Table 2 indicates race and ethnicity as a percentage of Ritzville’s overall population, as compared to those of Adams County and Washington State.

Race/Ethnicity	Percentage of Population		
	Ritzville	Adams County	Washington State
White alone *	86.1%	59.2%	73.5%
Black or African American alone *	3.1%	1.0%	3.9%
American Indian and Alaska Native alone *	0.3%	3.6%	1.2%
Asian alone *	1.6%	0.7%	8.8%
Native Hawaiian and other Pacific Islander alone *	0.4%	0.5%	0.7%
Some other race alone *	5.7%	31.1%	4.8%
Two or more races	2.8%	4.0%	7.1%
Hispanic or Latino (of any race) **	13.9%	63.9%	12.9%

Source: U.S. Census Bureau, American Community Survey 2020 5-Year Estimates. (*) Includes persons reporting only one race; (**) Those of Hispanic or Latino origin may be of any race, so are also included in applicable race categories

Age and Gender

The median age in Ritzville is 42.9 years, which is several years older than that of Washington State (37.8 years) and well older than that of Adams County overall (28.0 years). About 12.3% of Ritzville’s population is under the age of 10, and 18.2% is age 65 or older.

Ritzville has a slightly higher population of males than females. The gender gap is illustrated by gender ratio (males per 100 females); Ritzville’s is 93.0, while Adams County’s is slightly lower (indicating a larger gender gap) at 91.8. Washington’s gender gap is quite a bit larger, with a gender ratio of 83.9.

Income and Wages

As shown in Table 3, households in Ritzville have a median annual income of \$46,500, which is less than that of Adams County and significantly less than that of Washington State as a whole. The largest group of households by income level within the City (19.0%) fall into the annual household income bracket of \$50,000 to \$74,999.

The 2020 American Community Survey Estimates indicate 13.3% of Ritzville’s population falls below the poverty level. Comparatively, 23.5% of Adams County’s population and 10.2% of Washington’s population falls below the poverty level.

Employees by Industry

Ritzville provides approximately 600 total jobs, according to U.S. Census Bureau estimates, accounting for about 9.4% of the 7,361 total jobs in Adams County. The largest industries in Ritzville in terms of the number of jobs are:

- ◆ Public Administration (29.0%)
- ◆ Health Care and Social Assistance (14.8%)
- ◆ Accommodation and Food Services (11.8%)
- ◆ Wholesale Trade (10.5%)
- ◆ Retail Trade (9.8%)

All other industries together account for fewer than 15% of the total jobs in Ritzville. Countywide, those same top five industries are still significant, but other industries stand out as top employers including agriculture, forestry, fishing and hunting (20.1%); manufacturing (17.1%); and educational services (16.9%).

Table 3: Percentage of Households

Income	Percentage of Households		
	Ritzville	Adams County	Washington State
Less than \$10,000	8.9%	7.8%	4.4%
\$10,000 to \$14,999	7.4%	4.2%	3.1%
\$15,000 to \$24,999	11.6%	11.0%	6.5%
\$25,000 to \$34,999	13.2%	8.9%	6.9%
\$35,000 to \$49,999	12.2%	15.9%	10.8%
\$50,000 to \$74,999	19.0%	20.5%	17.1%
\$75,000 to \$99,999	13.6%	13.6%	13.6%
\$100,000 to \$149,999	10.2%	11.1%	18.2%
\$150,000 to \$199,999	3.1%	4.1%	8.9%
\$200,000 or more	0.9%	2.8%	10.5%
Median income	\$46,500	\$51,601	\$77,006

Source: U.S. Census Bureau, American Community Survey 2020 5-Year Estimates



¹ U.S. Census Bureau, American Community Survey 2020 5-Year Estimates

Summary

The Ritzville Community Profile provides a snapshot of the Ritzville community, historic and recent trends that led it to where it is now, and a brief forecast of what might be expected in the future.

No major changes are anticipated to influence the general community profile of Ritzville over the next 20 years. More significant growth is anticipated in the next 20 years than in the past several decades, but the proportions of all various demographics will likely not change very much, or at least there is no reason to believe they might at the time this report was developed.

The City anticipates an additional 372 people to be added to the population by 2044, which is about a 21% increase from today's population. This forecasted 2044 population of 2,157 people is used as the target population that the City will need to aim for to address things like housing needs, public services (utilities, schools, etc.), and future economic development.



² <https://onthemap.ces.census.gov/>

Planning Process

In 2001, the State Legislature mandated that comprehensive plans must be updated periodically to ensure they have been brought up to date with any relevant changes in state law and to respond to changes in land use and population growth. Cities and counties must review and revise their comprehensive plan every ten years to ensure compliance with the GMA. While Ritzville is not currently required to plan under the GMA, the City strives to comply with GMA requirements in order to maintain eligibility for planning and infrastructure grants.

Overview of Local Regional Plans

In order to comply with GMA, the Comprehensive Plan must also be consistent with other local and regional plans. The major plans that Ritzville aims to maintain consistency with are listed below, though this is not an exhaustive list of the plans that might pertain to Ritzville:

- ◆ Adams County Comprehensive Plan
- ◆ Adams County Countywide Planning Policies
- ◆ Ritzville Downtown Revitalization Plan
- ◆ Ritzville Housing Action Plan
- ◆ QUADCO Regional Transportation Plan
- ◆ Columbia Basin Development League Irrigation Plan
- ◆ All Aboard Washington Plan
- ◆ Adams County Parks and Recreation Plan
- ◆ Lind-Ritzville School District Capital Improvement Plan
- ◆ Adams County Parks and Recreation Plan
- ◆ Adams County Economic Development Strategic Plan
- ◆ Ritzville Water Plan
- ◆ Ritzville General Sewer Plan
- ◆ Ritzville Airport Plan
- ◆ Historic Commission Guideline
- ◆ Adams County Hazard Mitigation Plan
- ◆ Ritzville Economic Development Plan
- ◆ Adams County Solid Waste Plan
- ◆ Ritzville Capital Improvement Plan



Public Outreach Summary

Public engagement for this plan was carried out alongside public engagement efforts as part of a Housing Action Plan. There were three main opportunities for engagement, as summarized below. The Ritzville Housing Action Plan, adopted May 2023 by reference in this Comprehensive Plan, summarizes these efforts in greater detail.

- ◆ **Community Survey**
 - A communitywide survey was distributed as part of Ritzville's annual budget survey. Additional questions asked citizens' preferences on housing, land use, transportation, parks, and economic development. A total of 134 responses were received.

Public Outreach Summary continued

- ◆ Wheatland Fair
 - City staff and consultants engaged community members at the Wheatland Fair in September 2022 to talk to people about what they want to see in the community. Approximately 52 participants were heard from and responses were tracked via feedback boards and verbal commentary.
- ◆ Stakeholder Interviews
 - The consultant team interviewed seven individuals identified by City staff to help understand more in-depth some of the major issues and opportunities facing the City of Ritzville.

As a result of these outreach efforts, the following lists summarize some of the key takeaways heard throughout the outreach process.

Downtown Ritzville

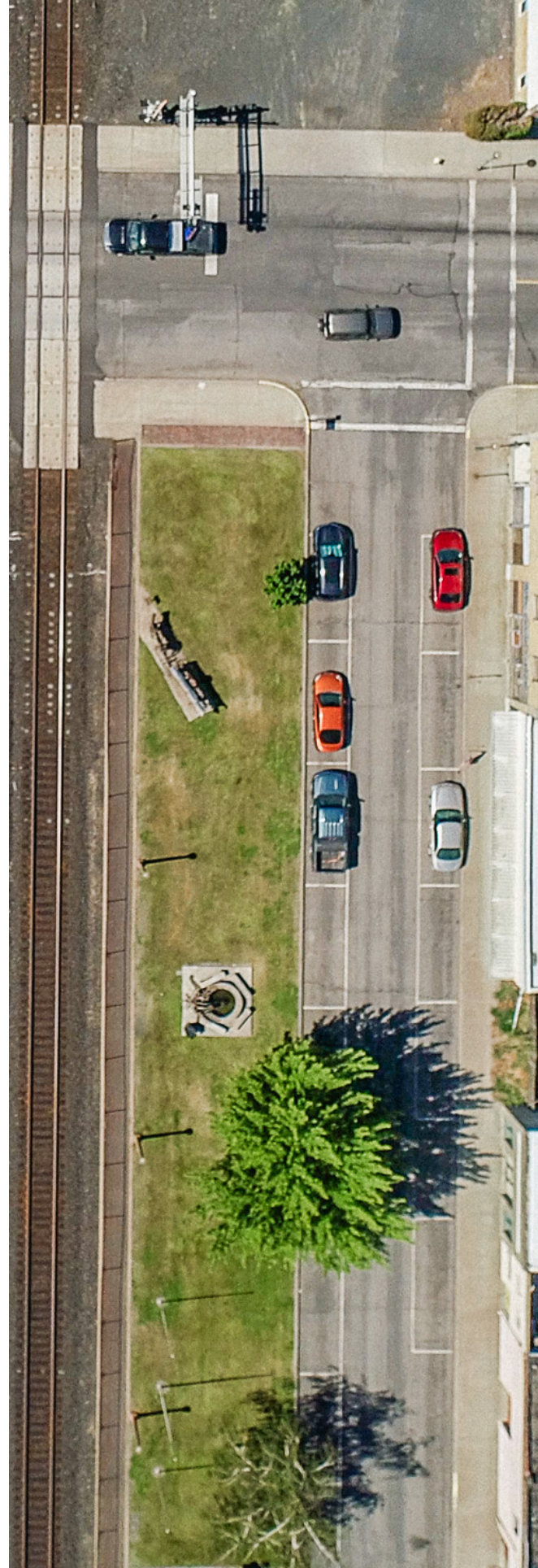
- ◆ Residents want Ritzville to remain a small town, but with improved opportunities for employment within town and in nearby cities such as Spokane and Moses Lake. Commercial development and employment opportunities would ideally go hand in hand, particularly in Ritzville's downtown.
- ◆ Residents hope to attract more travelers off the highway to shop and dine downtown.
- ◆ There is a delicate balance in the community between a desire to encourage future development near I-90 and encouraging development of the Downtown. Within that balance, more people shared that they want to focus on downtown more than I-90.

Housing

- ◆ There is a need to provide a variety of housing types for all income levels, with a specific focus on the need for senior housing and affordable housing.
- ◆ The top housing types chosen on the Housing Outreach Board were, in this order, cottage housing, mixed-use housing/ development, and townhomes.
- ◆ While these new types of housing developments were preferred, people also highlighted the importance of maintaining and redeveloping existing neighborhoods before adding new development.

Walkability

- ◆ Residents want to ensure that streets are safe and walkable, increasing recreational opportunities for walking and biking, as well as making streets safer for kids getting to school.





Vision, Goals, & Policies

Ritzville in 2044 Vision Statement

In the next 20 years, Ritzville maintains the quality of life and historic character of the community, even as the City grows and changes.

Ritzville upholds its small-town disposition, with a focus on community where neighbors look out for each other and families grow together. Ritzville has a quiet, yet bold energy that makes it a desirable place to live for all ages, whether that be starting a family, launching a career, or entering retirement.

Ritzville attracts new businesses and residents alike due to its accessibility to nearby metropolitan areas such as Spokane, Moses Lake, and the Tri Cities, making its economy and its residents connected to, but removed from, these more active areas. This centrally located community allows those who prefer city jobs and rural living with an easy commute.

Through this ease of accessibility, Ritzville is on its way to becoming a regional commercial hub for Eastern and Central Washington. Additionally, Ritzville continues to attract home-based businesses and entrepreneurs, and this economic diversity complements the historically agricultural base of the local economy.

Downtown Ritzville is on its way to being a thriving, compact, mixed-use district at the heart of the town. Shops, restaurants, apartments, local services, and small businesses create an energetic central business district that serves locals as well as visitors on a walkable and pleasant Main Avenue. Meanwhile, the highway commercial district near I-90 serves as a travel hub for passenger and freight traffic, with its rest stops and recreation, dining, auto-services, and lodging.

Ritzville has a variety of housing options, including well-maintained affordable housing. While residential neighborhoods are predominantly single-family homes, there are also neighborhoods with higher densities, including apartments, cottage housing, townhomes, duplexes, and other alternative housing styles that accommodate a range of preferences, situations, and incomes.

To protect and improve the quality of life for the residents of Ritzville, the City will focus on improving the health of the land and the infrastructure within the City. Ritzville's utilities and public services will be provided through efficient, sustainable, and budgeted improvements that, over time, will create self-reliant, affordable system of civic services.

In 2044, Ritzville remains a viable and sustainable community that supports and retains a diverse, connected, and resilient network of individuals and families.



Goal and Policy Framework

Tables 4 and 5 present the goals and policies developed for the City of Ritzville's Comprehensive Plan. For purposes of this document, the terms "Goal" and "Policy" are defined as follows:

- ◆ **Goal** – A broad statement indicating a general aim or purpose to be achieved. A goal is a direction setter, an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation measures are directed.
- ◆ **Policy** – A topic-specific statement providing guidelines for current and future decision-making. It indicates a clear commitment of the local legislative body. A policy is an extension of a plan's goals, reflecting topical nuance as well as an assessment of local conditions.

While all goals and policies are numbered sequentially, the numbering and order of items in no way indicate City priority or relative importance. Because goals and policies may be relevant to multiple elements of the Comprehensive Plan, the tables include element columns to the right that indicate which elements each goal or policy applies to.

Table 4: City of Ritzville Comprehensive Plan Goals

#	Goal	Land Use	Housing	Transportation	Cap. Fac./Util.	Parks & Rec	Policies
1	Maintain and enhance Ritzville's character and its historic downtown.	X	X		X	X	1, 2, 14, 37, 39
2	Allow more flexibility for development of middle housing to increase availability and affordability to accommodate all income levels and housing needs.	X	X				4, 5, 13, 14
3	Create a coordinated, efficient, and accessible multimodal transportation system.			X	X		3, 6, 7, 8, 9, 41
4	Promote sustainable practices throughout the community to reduce impacts to the local climate and enhance resiliency.	X	X		X	X	7, 10, 11, 12, 19, 34, 35
5	Promote mixed-use development and strategic rezoning to accommodate a wider variety of homes and businesses.	X	X				4, 5, 13, 14
6	Provide a well-maintained and effectively managed parks and recreation system that meets the needs of the community.	X			X	X	8, 10, 15, 16, 17, 18, 19, 20, 35, 41
7	Provide public services at the level-of-service standards that will ensure the safety and wellbeing of Ritzville's residents.			X	X	X	2, 3, 6, 8, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 36
8	Ensure development provides sufficient public improvements to mitigate the impacts of the development, including provisions for infrastructure, adequate parking, pedestrian access, frontage and landscape improvements, and safety improvements for all travelers.	X		X	X	X	3, 6, 7, 8, 9, 10, 11, 12, 13, 16, 17, 22, 23, 24, 30, 31, 32
9	Ensure Ritzville's natural resources and critical areas are preserved and addressed in the development process.	X				X	10, 11, 17, 19, 34, 35, 41
10	Promote Ritzville's central location and regional accessibility to attract economic development.	X		X			2, 36, 37, 38, 39, 40

Table 5: City of Ritzville Comprehensive Plan Policies

#	Policy	Land Use	Housing	Transportation	Cap. Fac./Util.	Parks & Rec	Critical Areas	Economic Dev.	Climate
1	Support efforts to preserve and provide information on the historical and cultural legacy of Ritzville.					X		X	
2	Pursue opportunities to increase tourism and visitation of Ritzville's cultural resources.					X		X	
3	Provide adequate off-street truck parking to lessen congestion and help preserve neighborhood character.	X		X	X				
4	Regularly update and work to implement the Ritzville Housing Action Plan.	X	X					X	
5	Provide a sufficient amount of land zoned for current and projected residential needs including, but not limited to, assisted housing, housing for low-income households, group homes, and foster care facilities.	X	X						
6	Require new projects to dedicate and improve right-of-way or secure impact fees that will accommodate multi-modal and traffic safety facilities.	X		X	X				
7	Develop and support strategies to reduce the impact on the climate by planning for walkable communities, reducing waste, and implementing energy-efficient options.	X	X	X					X
8	Support efforts to complete the Ritzville Loop path project.			X	X	X			X
9	Prioritize Ritzville's active transportation network for walking and bicycling between homes and community destinations such as schools, parks, and businesses.			X	X	X			X
10	Ensure city development patterns, transportation systems, and public facilities support climate resiliency.	X	X	X	X	X			X
11	Pursue sustainable practices to ensure the city can meet its climate and financial goals.				X			X	X
12	Ensure all road construction projects meet or exceed the minimum requirements for storm water runoff.			X		X	X		X
13	Establish consistent and reasonable design standards and development regulations to provide flexibility but also maintain quality.	X	X						X
14	Preserve single-family neighborhoods, while allowing moderate densification through accessory dwellings units and duplexes, to increase housing options.	X	X						
15	Develop parks and recreation facilities, programs, partnerships and activities to meet the needs of the public.				X	X			X
16	Work with nonprofit and for-profit providers and seek public-private partnerships to enhance the quality and quantity of available recreation facilities.				X	X		X	
17	Ensure parks and recreation areas are accessible to all residents and visitors.				X	X		X	
18	Maintain the designated level of service for parks and recreation facilities as established in this plan.					X			
19	Park and recreation areas shall include natural features and native, drought-resistant plantings.					X			X
20	Partner with local agencies and businesses, such as the hospital and school district, to support growth projections for health care, essential facilities and indoor and outdoor recreation facilities and programs.					X		X	
21	Coordinate with BNSF regarding crossings, scheduled improvements, and land use compatibility issues.	X		X	X				

Table 5: City of Ritzville Comprehensive Plan Policies

#	Policy	Land Use	Housing	Transportation	Cap. Fac./Util.	Parks & Rec	Critical Areas	Economic Dev.	Climate
22	Coordinate land use planning and budgeting for capital improvements to ensure that public services are available for new development, without jeopardizing the level of service standards.	X		X	X	X			
23	Establish a reserve of water capacity for the use of undeveloped property within the city and within the UGA. New water service outside the city will be permitted only when excess capacity exists above both current use and reserved capacity.	X			X				
24	Consider the impacts of new development on public and capital facilities, and ensure developers pay a fair share of the cost.	X		X	X	X			
25	The city will provide/upgrade services according to the following priorities: protect public health and safety, correct deficiencies or comply with legal mandates, expand capacity for projected growth.	X		X	X	X	X		
26	Ensure adequate essential facilities and infrastructure are available to serve newly annexed areas.	X		X	X	X			
27	The City shall reassess the Land Use Element if the City cannot provide funding to maintain the adopted levels of service for public facilities and utilities that it manages.	X		X	X	X			
28	Maintain and regularly update criteria for the siting of essential public facilities, associated costs and funding sources	X			X				
29	Enforce maintenance standards to ensure safe and efficient functioning of the city's public utilities and services.			X	X	X			
30	Ensure reliable traffic flow and mobility on collector roads, especially on regional through routes, while protecting local neighborhood roads from increased traffic volumes.	X		X					
31	Ensure the City takes precautions to avoid unconstitutional takings by reviewing projects subject to the Washington State guidelines.	X							
32	Support creative methods for providing sufficient parking while maintaining neighborhood or district character.	X		X					
33	Coordinate across jurisdictional boundaries, as appropriate, for regional parks and recreation planning and land acquisition efforts.	X				X			
34	Preserve and protect natural areas to maintain open space corridors and land use buffers.	X				X		X	X
35	Appropriately regulate land uses within designated critical areas.	X					X		X
36	Ensure that travel off and on interstate ramps is straightforward for autos and trucks alike.			X	X			X	
37	Seek opportunities to improve the airport and strengthen linkages to downtown and the City's business community.			X	X			X	
38	Encourage commercial diversification to complement surrounding agricultural uses and needs.	X						X	X
39	Encourage collaboration and coordination between the downtown commercial district and the emerging commercial and mixed use districts near the I-90 interchanges.	X						X	
40	Look for opportunities to partner with regional transit agencies and neighboring jurisdictions in order to implement concurrency strategies, coordinate regional transportation and transit systems, and partner on funding opportunities from state, federal or other grant providers.	X		X				X	X
41	Maintain the City's physical and functional open space corridor and trail system.				X	X	X		X



Land Use

The Land Use Element of the Comprehensive Plan is intended to promote orderly community growth by providing for planned land use areas while taking into consideration environmental, economic, and human factors. The plan is designed to meet both the current and future needs of the community and to serve as a guide to decision makers when presented with options for developing and redeveloping within Ritzville and its Urban Growth Area (UGA).

By outlining where and how growth should occur, this chapter guides the expansion of the City's infrastructure and provides the foundation for transportation planning, development regulations, and economic development activity. The Land Use Element will evolve over time in response to the constraints and opportunities throughout the community, as well as the changing needs of the community as it grows.

This element takes a look at various factors that can impact how land is used throughout the City, such as zoning regulations, critical area restrictions, and land capacity. It also establishes a future land use map that will guide how the City makes land use decisions going forward.

Note: Due to the partially planning status of Adams County, Ritzville is not required to designate an Urban Growth Area (UGA) as fully planning communities are required to. Regardless, Ritzville has identified an area it equates to a UGA, in an effort to plan for future growth. While not an official UGA, this area demonstrates that Ritzville intends to align with the GMA as closely as possible.

Existing Land Use

Existing land use patterns strongly influence community growth and development, helping determine opportunities and constraints to change. Such factors that may drive or deter development include:

- ◆ Specific land uses and associated compatibility
- ◆ Transportation infrastructure and design
- ◆ Utilities and service infrastructure
- ◆ Parks, natural areas, and open space provision
- ◆ Waterways and wetlands
- ◆ Topography and geologic conditions

Because many of these factors are within its capacity to control and/or manage, the City of Ritzville understands that its actions play a primary role in shaping the community. Actions related to factors including transportation features, parks, open spaces, and waterways are detailed in other elements of this plan.

Existing Land Use Patterns

Residential lands account for the largest portion of Ritzville's land use (approximately 40%); most of the residential lands are comprised of single-family lots, which account for over three-quarters of the city's housing units overall. Public facilities – including the City's sanitary sewage lagoons (227 acres) and Pru Field (46 acres) – account for about 32% of the city's land.

Commercial and industrial uses account for about 14% and 2% of the city's land, respectively, while agricultural uses and undeveloped land cover about 12% of the city's acreage.

In general, the city's commercial and industrial lands are located in the center of town, around the railroad tracks. Residential uses are generally located to the north and south of the commercial/industrial uses, and agricultural uses exist mostly on the fringes of town (e.g. at the north end of town and in the southeastern portion of the City that was recently annexed). As Ritzville's population grows, the agricultural uses within the city limits will diminish over time, as new housing and infrastructure are constructed. This will help make more efficient use of the City's land and infrastructure, and agricultural uses will ultimately be consigned to lands outside the city limits.

Zoning Districts

Ritzville has designated the following zoning districts, as defined in the City's Development Code, which are shown on the zoning map in Figure 2.

- ◆ **Agricultural (AG)**
- ◆ **Single-Family Residential (R-1)**
- ◆ **Multiple-Family Residential (R-2)**
- ◆ **High Density Residential (R-3)**
- ◆ **Central Business District (C-1)**
- ◆ **General Commercial (C-2)**
- ◆ **Tourist Commercial (C-3)**
- ◆ **Industrial (I)**
- ◆ **Public Facilities (PF)**

In addition to its standard zoning districts, Ritzville also has several overlay districts defined in its code.

- ◆ **Airport Zoning Overlay (AZ):** This zone is not mapped out, but could be utilized to ensure appropriate development around Pru Field.
- ◆ **Critical Resource Area Overlay (CR):** These areas are designated via Ritzville's Critical Areas Ordinance maps.
- ◆ **Flood Management Overlay (FM):** This area is designated via Ritzville's Critical Areas Ordinance maps.
- ◆ **Historic Preservation Overlay (HP):** This is Ritzville's downtown core, as outlined on the Future Land Use map and Zoning Map.

These zoning districts may evolve to meet the vision of the future land use map and the future land use designations on that map.



Critical Areas

Critical areas refer to one or a combination of wetlands, critical aquifer recharge areas, frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas. Each of these areas is classified and designated, using best available science, based on the criteria identified in the city's [Critical Areas Ordinance \(CAO\)](#). The CAO defines these critical areas as follows:

- ◆ **Wetlands:** Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including but not limited to irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from nonwetland areas created to mitigate conversion of wetlands.
- ◆ **Critical Aquifer Recharge Areas:** Areas with a critical recharging effect on aquifers used for potable water, including areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water; or is susceptible to reduced recharge.
- ◆ **Frequently Flooded Areas:** Lands in the floodplain subject to a one percent or greater chance of flooding in any given year. These areas include, but are not limited to, streams, rivers, lakes, coastal areas, wetlands and other natural water sources.
- ◆ **Geologically Hazardous Areas:** Areas not suited to commercial, residential or industrial development because of their susceptibility to erosion, sliding, earthquakes or other geological events hazardous to public health and safety.
- ◆ **Fish and Wildlife Habitat Conservation Areas:** Areas that serve a critical role in sustaining needed habitats and species for the functional integrity of the ecosystem, and which, if altered, may reduce the likelihood that the species will persist over the long term.

The Washington State Growth Management Act under Chapter 36.70A RCW requires local government to adopt development regulations to conserve natural resource lands and to preclude land uses or development incompatible with critical areas. Additional information on how these critical areas are regulated can be found in Ritzville's [CAO](#).



Ritzville Future Land Use Map

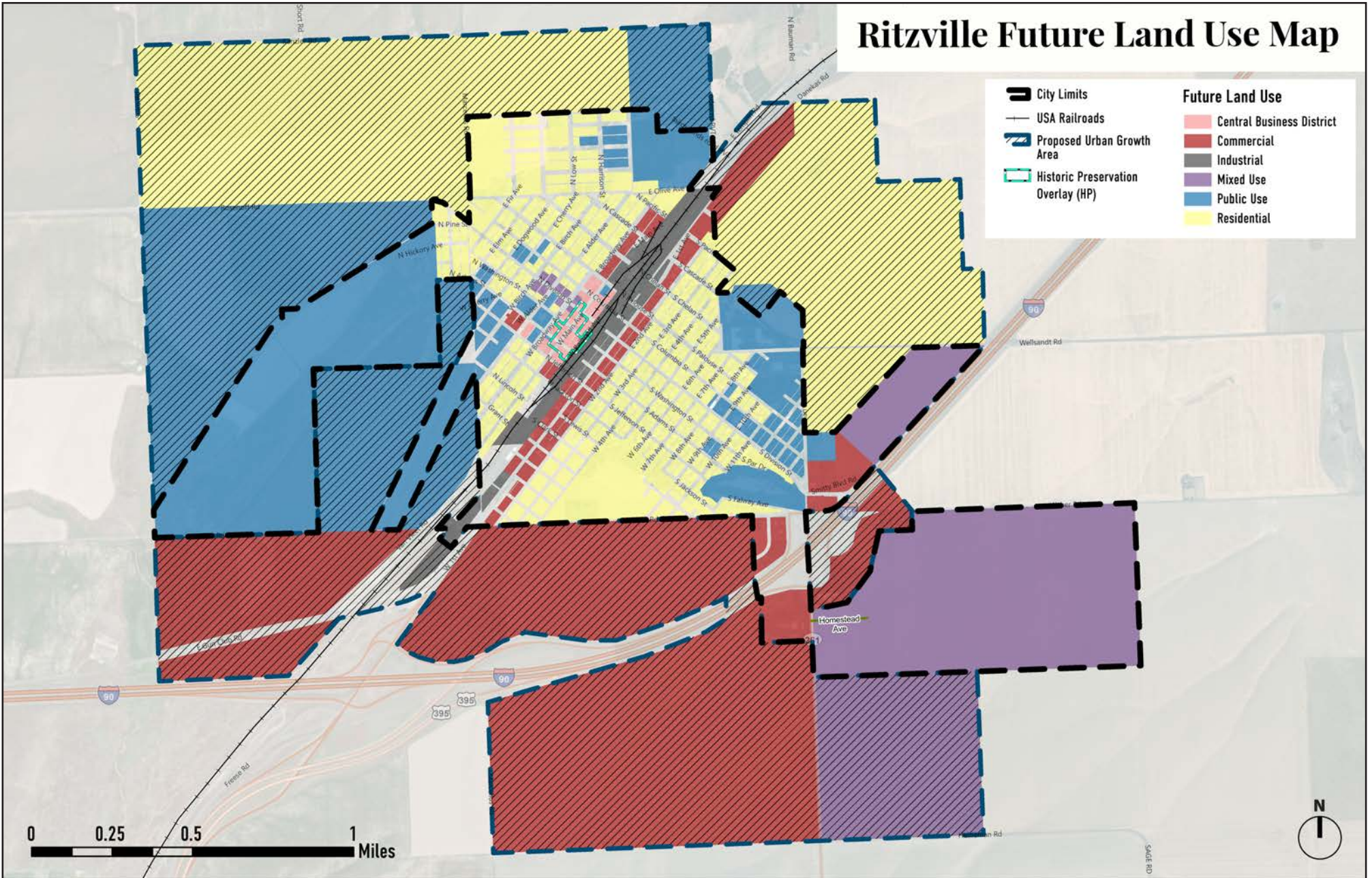


Figure 3. Ritzville Future Land Use Map

Future Land Use Patterns

The Future Land Use Map in Figure 3 provides a blueprint for land use in Ritzville over the next 20 years. The land use designations in this map provide a more general use for the land than those provided by the Zoning Map. This is because the Future Land Use Map is intended to provide guidance on, but not specifically prescribe, future zoning decisions.

Because of this, the Future Land Use Map provides the following designations to provide a general blueprint for Ritzville's future land use:

- ◆ **Single-Family Residential:** These are the historic and traditional neighborhoods that are primarily single-family homes. These areas will accommodate R-1 zoning and provide low-density housing options, but support minor infill development such as duplexes and ADUs. These are typically quiet, walkable neighborhoods.
- ◆ **Multi-Family Residential:** These are areas more suitable for higher density residential development. These areas will accommodate R-2 and R-3 zoning and will support a greater range of middle housing, including the potential for lighter commercial or mixed-use development, though these should be secondary to the residential uses of the area. These areas are highly walkable and provide easy access via all modes of transportation to commercial areas and other daily services.
- ◆ **Commercial:** These are areas that support C-2 and C-3 zoning, which accommodates general commercial and tourist-based commercial development. These areas tend to be more auto-oriented to accommodate highway travelers and daily commuters, but still provide safe pedestrian accommodations.
- ◆ **Central Business District:** This is the historic downtown area and accommodates the historic district overlay. This area preserves the historic character of the buildings and of downtown in general, supporting mixed uses, greater densities, and walkable streets.
 - The City of Ritzville partnered with Washington State University's Rural Communities Design Initiative on the development of a [Downtown Revitalization Plan \(2020\)](#) to stimulate new business development and jobs as well as improving streetscape for community gatherings and events. The plan included conceptual site plans and design guidelines for revitalization of the downtown area, including adaptive reuse of existing buildings and the introduction of pedestrian amenities. The City should reference the Downtown Revitalization Plan as it addresses future redevelopment in the central business district.
- ◆ **Industrial:** These areas support general and light industrial uses in parts of town that are adequately separated from residential uses to ensure protection of residential neighborhoods from the impacts of industrial development.
- ◆ **Public Use:** These area areas specifically designated for public uses, such as parks, schools, government offices, utilities, and the airport. These are identified on the map to ensure that proper area is provided in the future for public facilities.
- ◆ **Mixed Use:** The mixed-use designation is intended to promote the development of integrated multi-use areas that permit a variety of residential types and compatible businesses in close proximity to each other. It allows for greater flexibility of development alternatives, including higher density residential development and live-work buildings, in appropriate areas of the city.



Future Growth and Annexation

City annexation provides a means for orderly development of Ritzville's Urban Growth Area, including the efficient delivery of municipal services to developed and developing areas, and the regulatory authority necessary to protect public health, safety and general welfare. For these areas located just outside the city limits, annexation provides a united and effective form of local government for a general community geographic area through uniform regulations with respect to building codes, fire codes, planning and zoning, as well as for addressing community goals and values.

Ritzville intends to only annex land within its established UGA, however, the UGA may be amended as additional development motivates expansion of municipal boundaries.

The City aims to be strategic with future annexations since there are practical limits to how much land can be annexed at one time. For this reason, there are a number of factors the City should consider prior to annexing any new land areas. First and foremost, areas being considered for annexation should be physically connected to the community and should have adequate infrastructure to serve the City's expanding population. Second, the residents of Ritzville have expressed

In 2021, the City annexed 287 acres of vacant land, known as Grainland Acres, which is spearheading commercial development in the southeastern portion of the city to the south of I-90. This recently annexed area is where much of the City's new development is anticipated to occur over the next twenty years. The future land use map designates this area as Mixed Use, meaning that development here will likely include a variety of development, including single-family housing, middle housing, retail and commercial, and even potentially public facilities such as parks or larger city services such as a medical clinic.

that community character and "small town" quality of life are highly valued; therefore, it is the goal and intent of the City to preserve these qualities to the extent possible through measured annexation and growth. Finally, due to Ritzville's small size, the capacity to process multiple annexations and the subsequent development activity is limited. Phased annexation allows for an orderly and cost-effective expansion of city services without severely impacting staff that provide daily services to existing city residents and businesses.



Housing

Some of the most significant challenges facing communities today are related to housing. The Housing Element specifically considers the condition of the existing housing stock; the cause, scope, and nature of any housing problems; and the provision of a variety of housing types to match the lifestyle and economic needs of the community. This element is intended to work in conjunction with the development regulations – such as the City's zoning and building codes – that set the standards for housing development and construction.

Ritzville adopted a Housing Action Plan (HAP) in May 2023 to establish a framework for aligning housing efforts across the city. A HAP is intended to define strategies and implementing actions that promote greater housing diversity, affordability and access to opportunity for residents of all income levels. This plan adopts Ritzville's HAP and its recommendations by reference into the Housing Element of this comprehensive plan in 2023.

Existing Housing Conditions

To understand the future of housing opportunities in Ritzville, it is important to review existing conditions. Ritzville's existing housing conditions are highlighted and summarized here; they are discussed in more detail in Ritzville's HAP.



Housing Stock

- ◆ The 2020 American Community Survey count of housing units in Ritzville was 937, of which 802 were occupied and 135 were vacant. The number of housing units in the city has been relatively consistent since 2010, with a slight recent uptick in 2019 and 2020.
- ◆ Ritzville's housing stock is primarily comprised of single-unit detached homes, which make up 76% of all housing units.
- ◆ On average, Ritzville's housing stock is significantly older than county and statewide averages. Nearly 40% of Ritzville's housing was built prior to 1939 and nearly 60% was built prior to 1960. Only about 9% of the city's housing stock has been constructed since 1990. Older housing can present safety issues, including lead paint, and can also significantly increase heating and energy costs as well as impose more maintenance costs on homeowners.
- ◆ American Community Survey data shows a decreasing rental vacancy rate over the past five years, currently at less than 2%. Healthy rental vacancy rates are considered to be around 5%, when supply and demand are relatively well matched and residents can find a variety of rental housing options in the community.
- ◆ Forecasts for increased population growth in the coming decades will drive up housing prices if more housing stock is not available in the city.

Rent and Home Prices

- ◆ The cost of housing in Ritzville has increased in recent years, and incomes have not kept pace with housing costs. When compared with a 2010 baseline, incomes have risen 16%, and most of that increase was between 2019 and 2020. However, rental costs have increased 34% in that same time, and the cost to purchase a house has increased by 71%. A comparison of the increases in rent, home prices, and income in Ritzville between 2010 and 2020 is illustrated in Figure 4.
- ◆ Ritzville’s median rents have increased slowly from \$550 in 2010 to \$735 in 2020, an increase of 34%, or 2.9% annually. A recent uptick in incomes, compared with a stabilization of rental prices, may show a positive sign for housing affordability for renters in Ritzville, but recent post-pandemic trends indicate rapidly increasing rents throughout rural Washington which are not yet reflected in the most recent census data.

Change in Rent, Home Prices, and Income in Ritzville (2010-2020)

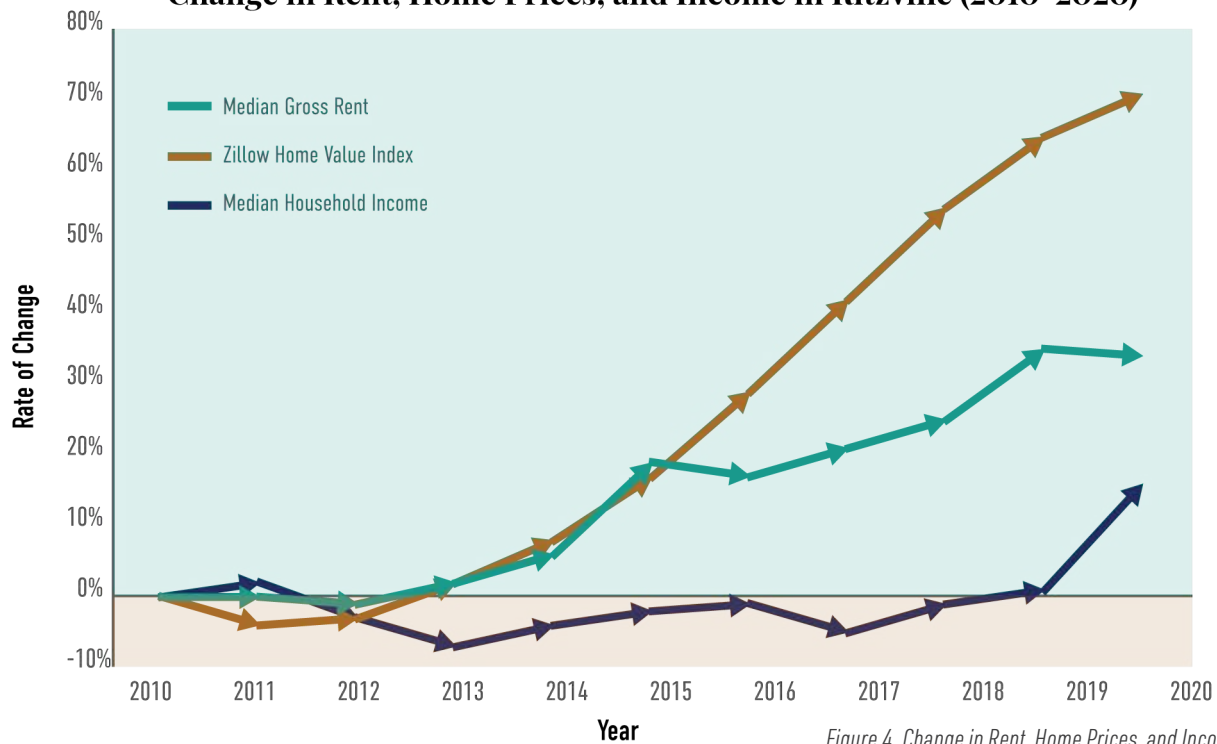


Figure 4. Change in Rent, Home Prices, and Income

- ◆ Zillow, a national provider of real estate data, estimates the average cost of a home in Ritzville rose at a gradual, steady rate between 2012 and 2020. Home values averaged around \$137,000 in 2020 before the onset of the COVID-19 pandemic – still relatively affordable for households earning Ritzville’s median household income in that year.
- ◆ Since 2020, Zillow estimates indicate home values have risen more quickly, and were averaging \$190,000 in the first half of 2022 – a 39% increase in only two years. This price point is still within the upper range of what the median Ritzville household could afford, though if housing prices continue to increase at a faster rate than incomes, owning a house will become unaffordable to many Ritzville households in coming years. However, if the recent uptick in household incomes continues, home ownership may still be feasible for the median Ritzville household.
- ◆ Ritzville has only one development with income-restricted affordable housing (the Adams House). This development was built in 1981 using Section 515 Rural Rental Housing funding, a U.S. Department of Agriculture (USDA) program which provides funding to develop subsidized housing for low-income families, seniors, and people with disabilities.

Overall, this data paints a picture of increased housing affordability challenges for renters and those who wish to purchase housing in Ritzville.

Housing Affordability

Household Income

Ritzville's Median Household Income (MHI) was \$46,500 in 2020. This is somewhat lower than the Adams County median of \$51,601 and significantly lower than the Washington state median of \$77,006. When adjusted for inflation, incomes in Ritzville have fallen by 2% between 2010 and 2020, compared with a 7% increase in Adams County incomes and a 14% increase in incomes statewide over the same period (Figure 5). Stagnant incomes can exacerbate housing affordability challenges, particularly if the population is growing. Stagnant wages combined with increasing population can increase pressures on the housing supply.

As shown in Figure 6, incomes of Ritzville residents decreased from 2010 through 2013, remained fairly steady between 2013 and 2019, and increased from 2019 to 2020. Overall, incomes have not shifted significantly, though the more recent upward trend shows some promise for improvements in housing affordability.

Ritzville's renter households earn considerably less than ownership households, on average. The median income for a rental household was \$26,625 in 2020, compared to \$54,263 for ownership households. Rental households face less housing security than ownership households, and lower incomes among renters can compound housing difficulties.

Inflation-Adjusted Ritzville Median Household Income with Regional Comparison (2010-2020)

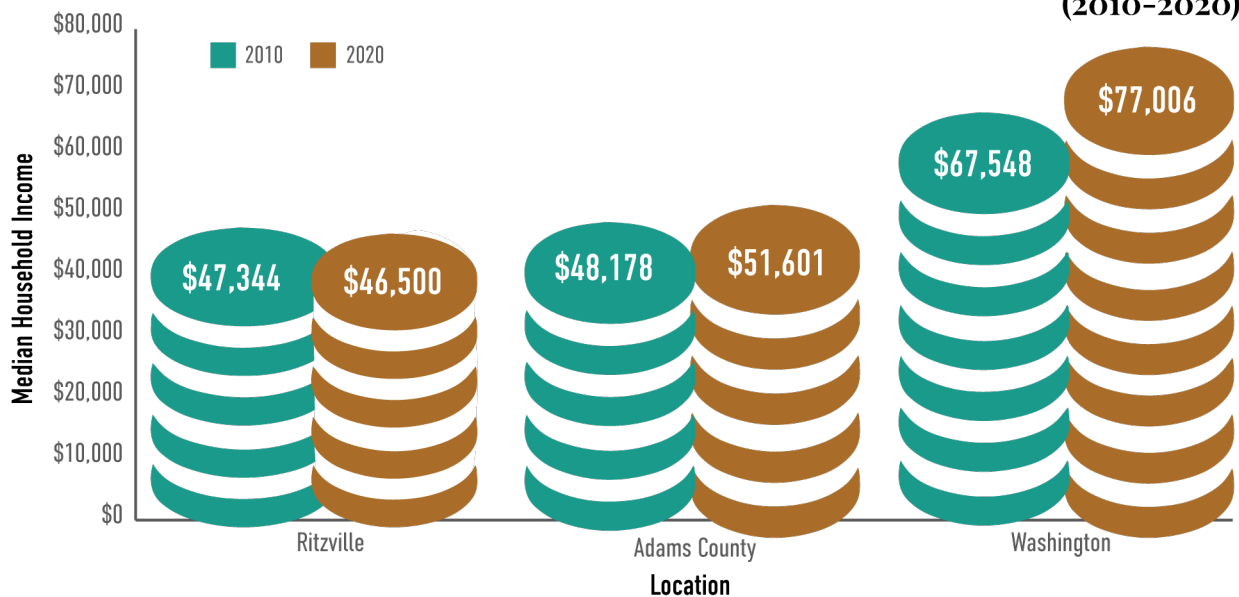


Figure 5. Inflation-Adjusted Median Household Income with Regional Comparison

Inflation-Adjusted Median Household Incomes in Ritzville (2010-2020)

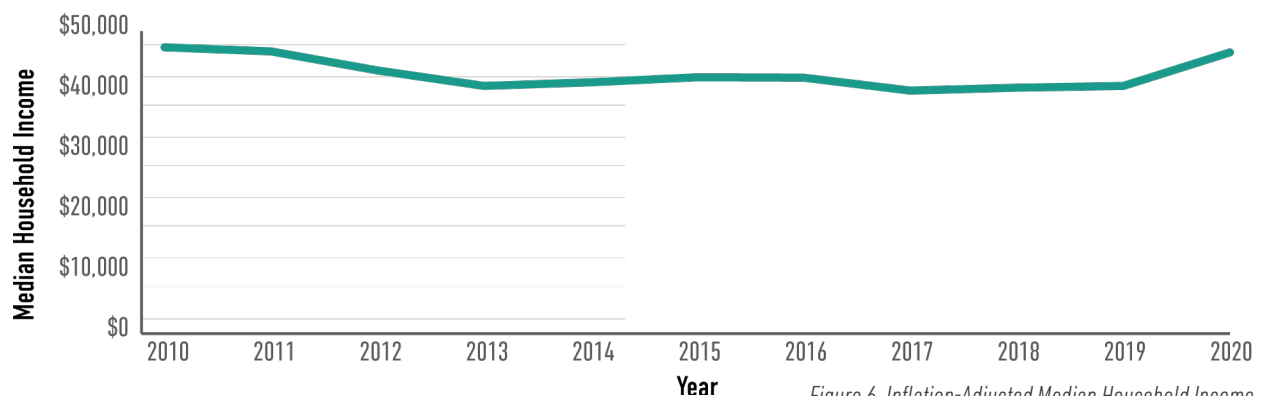


Figure 6. Inflation-Adjusted Median Household Income

Low-Income and Cost-Burdened Households

The U.S. Department of Housing and Urban Development (HUD) calculates income thresholds to determine eligibility for subsidized affordable housing units. The 2022 Area Median Income (AMI) for Adams County was \$62,700. In Ritzville, about half of the households are earning less than 80% AMI, a common threshold for subsidized housing eligibility. Nearly 60% of households are earning less than the AMI of \$62,700, as shown in Figure 7, and about 80 households are earning less than 30% of the AMI (\$27,750 for a household of four).

As discussed above, Ritzville’s rental households are earning less than ownership households, with about three-quarters of rental households earning under the AMI. Approximately 68% of rental households (174 households) earn less than 80% of the AMI, which likely qualifies them for subsidized housing.

HUD uses a measurement of “cost burden” to further determine which subset of a community’s residents are most in need of housing support or most at risk of displacement or housing hardship:

- ◆ A household is “cost-burdened” if they are spending more than 30% of their monthly income on housing costs (including rent and utilities).
- ◆ A “severely cost-burdened” household spends more than 50% of its monthly income on housing costs.

About 32% of Ritzville’s households are cost-burdened, and about half of these (15%) are severely cost-burdened. A breakdown of these households is shown in Figure 8.

The majority of cost-burdened households are lower-income residents earning less than 80% AMI. In fact, all but 14 of Ritzville’s 124 lowest-income households (those earning 30% AMI or less) are cost-burdened. As with incomes overall, rental households face larger degrees of cost-burden than homeowners; 44% of renter households in the city are cost-burdened, compared with 27% of ownership households. This again demonstrates the greater housing insecurity faced by renters in the city.

On top of this, Ritzville has a higher median age than Adams County and Washington State, indicating an older population with increased needs for senior-citizen services, such as assisted living.

Household Incomes in Ritzville (2018)

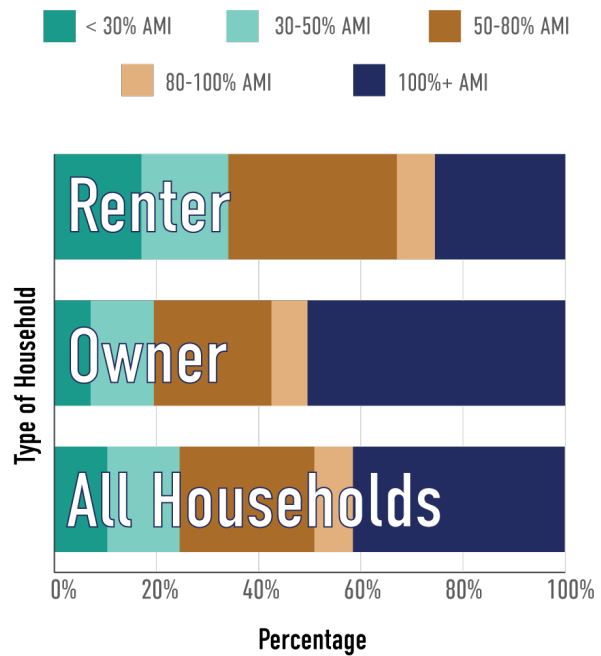


Figure 7. Household Incomes by Type
Source: HUD Comprehensive Housing Affordability Strategy (CHAS)

Cost-Burdened Households in Ritzville by Income (2018)

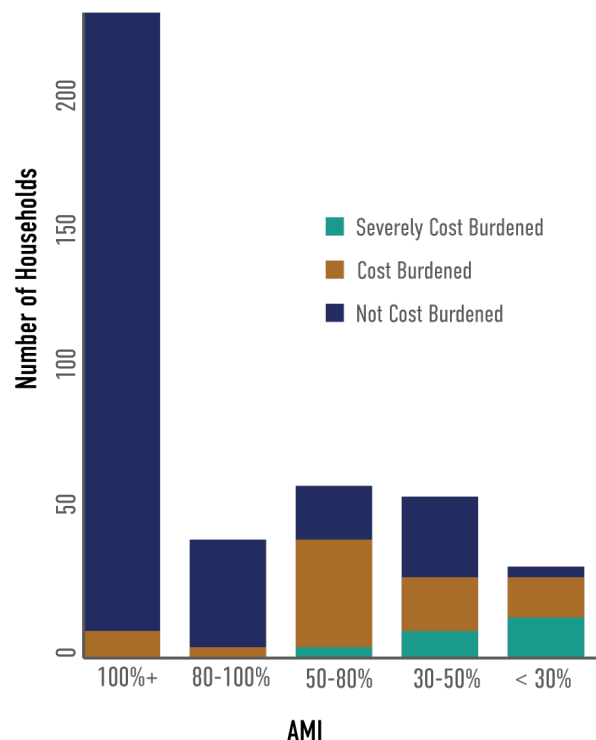


Figure 8. Cost-Burdened Households by Income
Source: HUD Comprehensive Housing Affordability Strategy (CHAS)

Gap Analysis

Gap Between Housing Size and Household Size

Ritzville's household sizes are considerably smaller than Adams County and statewide averages, with an average household size of 2.16 people and 40% of households comprised of one person. This compares with an average household size of 3.22 in Adams County (19% of households comprised of one person) and 2.53 in Washington as a whole (27% of households comprised of one person). As shown in Figure 9, there is a significant mismatch between household size and housing unit size, with nearly three-quarters of Ritzville's households made up of one or two people, compared with 45% of housing units which are studio, one-, or two-bedroom units.

This mismatch suggests the need for smaller housing units in the city, particularly as the population ages. Although smaller households can live in larger housing units, a closer match of housing unit size to household size creates more affordable and flexible options for a wider range of residents at all income levels. If the only available housing units are larger than necessary, households can be forced to spend more than they can afford on housing costs.

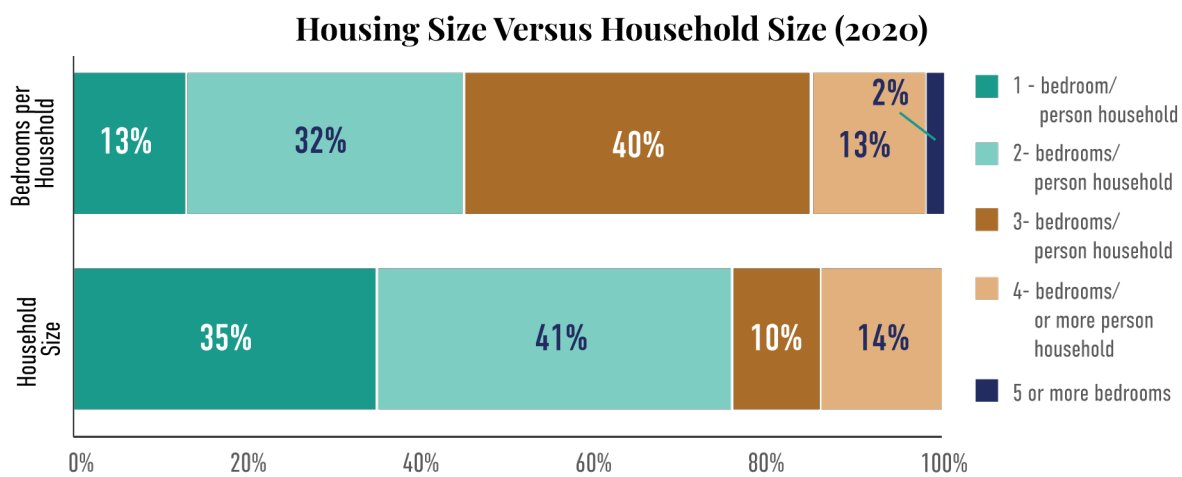


Figure 9. Housing Size vs Household Size Source: 2020 American Community Survey (ACS), Tables S2501, DP04

Gap Between Income and Housing Cost

Housing in Ritzville has historically been affordable to households earning the city's median income. Figure 10 shows the breakdown of Ritzville's households by income level as a percentage of Area Median Income (AMI) compared with the affordability level of the city's housing stock to the same AMI levels. This data, provided by the U.S. Department of Housing and Urban Development (HUD), was last updated in 2018, so it may not reflect more recent increases in housing price, particularly rising homeownership prices in Ritzville. However, it shows that overall, the city's housing stock is relatively well matched to its household incomes, with a similar share of affordable housing units and the number of households at that income level. Additionally, there seems to be a small surplus of housing at higher income levels. This can help prevent higher-income households from buying or renting cheaper housing stock, which can reduce housing availability for lower-income households in highly constrained housing markets.

Household Income and Housing Unit Affordability in Ritzville, 2018

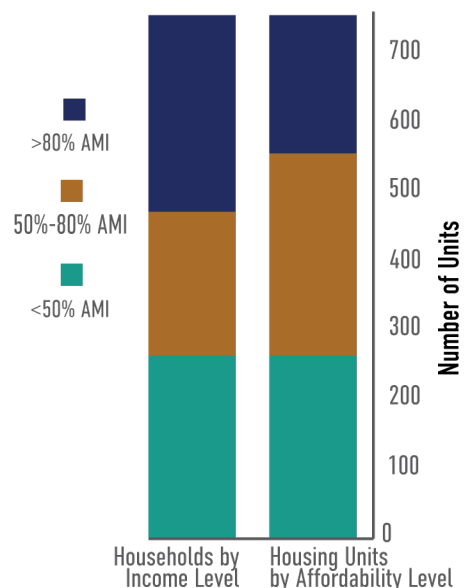


Figure 10. Household Income and Housing Unit Affordability Source: HUD Comprehensive Housing Affordability Strategy (CHAS)

As mentioned previously, these trends are thought to be outdated, and more recent trends have pointed toward less affordable housing, higher housing prices at all levels, and a slow growth in the housing supply.

Future Housing Demand

Figure 11 shows the HAP’s forecast for future housing demand in Ritzville over the next 20 years (2022-2042). As discussed in the Housing Action Plan, Ritzville’s population is projected to grow to 2,186 by 2042. Assuming household size stays consistent with the 2020 ACS-reported 2.16 people per household, this would equate to 1,012 total housing units needed by 2042, an increase of 210 units from the 802 units reported by the 2020 ACS. Adjusting this figure for natural vacancy rates and demolition of existing homes over the next 20 years, **this would result in a need for 227 new housing units in Ritzville by 2042.**

Taking into account the current and likely future distribution of incomes among Ritzville residents, this would be broken down into about 104 rental units and 123 ownership units. **The most units would be needed for households earning between \$50,000 and \$100,000 as shown below, and primarily ownership units at this price range. The demand for housing at the lowest income levels, households earning less than \$15,000 per year, is also significant,** and housing at that level would likely need to be provided by subsidized affordable housing units.

Ritzville Housing Demand Analysis, 2022-2042

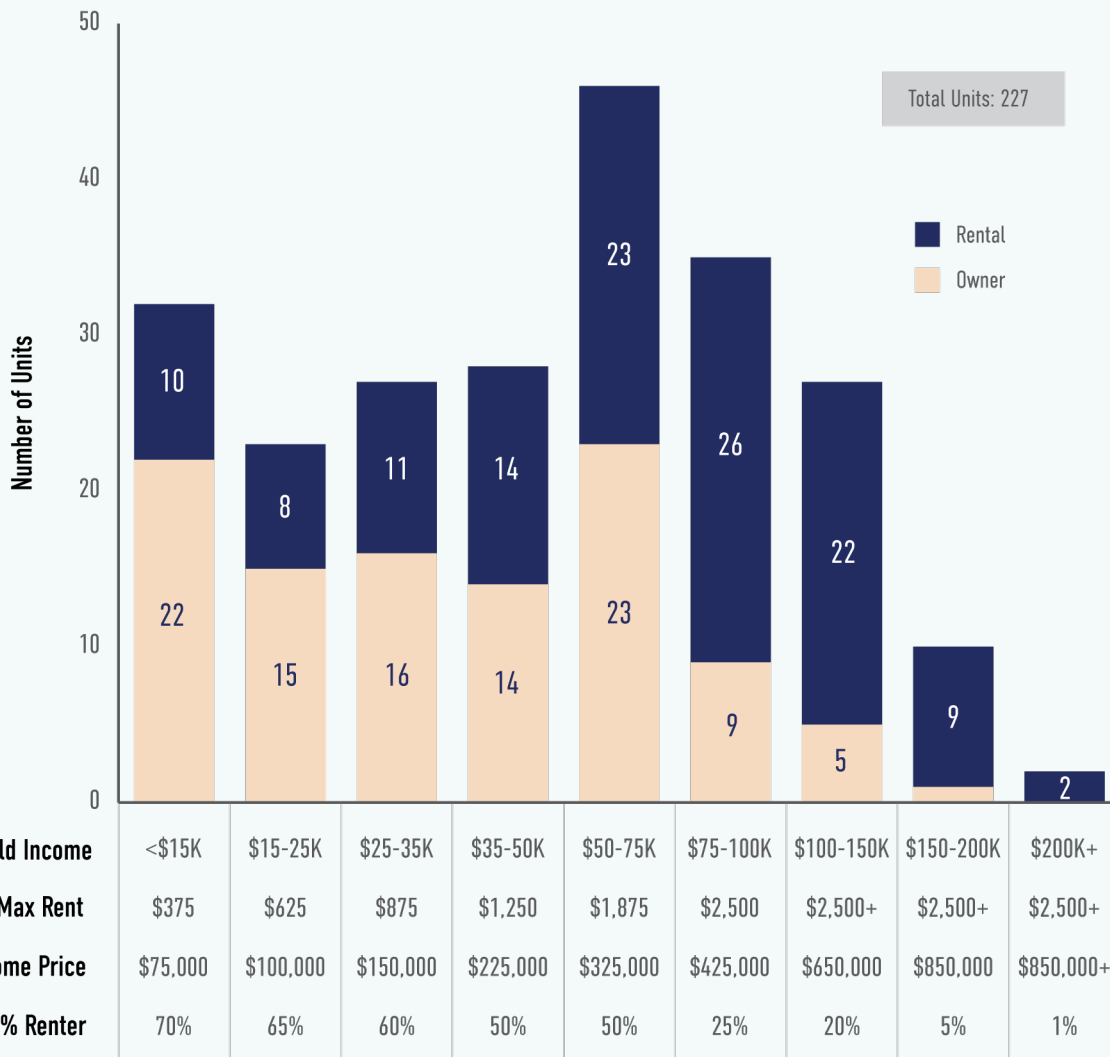


Figure 11. Ritzville Housing Demand Analysis, 2022-2042 Source: 2020 American Community Survey, Table DP04, Washington Office of Financial Management, Leland Consulting Group

Overall Housing Needs

Overall, the housing data paints a picture of increased housing affordability challenges for both renters and those who wish to purchase housing in Ritzville. The needs identified in the previous sections can be characterized as follows:

- ◆ With a population projection of 2,186, Ritzville is expected to need an additional 227 housing units by 2042 if the average household size remains the same.
- ◆ There is a significant mismatch between household size and housing unit size, with nearly three-quarters of Ritzville's households made up of one or two people, compared with 45% of housing units which are studio, one, or two-bedroom units. This mismatch suggests the need for smaller housing units in the city, particularly as the population ages.
- ◆ The housing types that are most needed are affordable units for low- and medium-income residents.



Capital Facilities & Utilities

This element of the Comprehensive Plan identifies the needed capital facilities and utilities for the City of Ritzville. Capital facilities are the physical structures and infrastructure that make possible the basic services needed to provide for the public health, safety, and welfare of Ritzville's residents. Utilities include water, sewer, stormwater, electricity, telecommunications, and other services delivered to residents and businesses either by the City or through independent service providers. The goals and policies relating to this element are intended to guide the prioritization of capital projects and provide a strategy for implementation of planned capital expenditures.

The Capital Facilities and Utilities Element has been developed in coordination with all other planning elements to ensure consistency throughout the Comprehensive Plan. The City also maintains a comprehensive Capital Improvement Plan (CIP), which is incorporated into this element by reference. This element includes an inventory of existing facilities, minimum acceptable levels of service (LOS), and identifies future projects needed to accommodate population growth and ensure adequate maintenance of existing City buildings and infrastructure.

Existing Capital Facilities and Utilities

The City provides basic government services, water and sewer, and stormwater. The City contracts for solid waste collection and disposal services, and library and school services are delivered by outside providers.

City Owned and Operated Facilities

- ◆ **City Hall:** The City Hall is a public facility dedicated to servicing the general public. The 4,000 square foot building provides utility billing, financial, clerk, legislative, public works, and other administrative services to the public.
- ◆ **Fire Protection Services:** The Ritzville Fire Department provides fire protection services to the city, and is operated jointly with the surrounding Adams County Fire Protection District #1. The department provides a complete range of services including fire protection, fire code planning, and enforcement to both businesses and residents. This requires the City to maintain appropriate resources to respond to a variety of firefighting and medical aid needs. Capital facilities associated with fire protection include fire stations, apparatus, and service/aid vehicles.
- ◆ **Police Protection Services:** Police protection services



are provided by the City of Ritzville Police Department. The Police Department has five sworn officers, including a chief and four patrol officers. Backup to the department is provided by the Adam's County Sheriff's Office and by the Washington State Patrol, which both station officers in Ritzville. In return, the department provides assistance as needed to these agencies. Capital Facilities associated with police protection services is a police department building, which houses police services and a dog holding facility.

- ◆ **City Parks and Recreation Facilities:** The City of Ritzville owns and operates a number of parks and recreation facilities, programs, and open spaces. For more detailed information on parks and recreation facilities within the City of Ritzville, see the Parks and Recreation Element of this Comprehensive Plan.
- ◆ **Transportation:** The majority of transportation facilities within the City of Ritzville are streets and sidewalks developed and maintained by the City. Transportation facilities are discussed in further detail in the Transportation Element of this Comprehensive Plan.
- ◆ **Museums:** The city owns the Northern Pacific Railway Depot, built in 1910, and the Dr. Frank R. Burroughs, a National Historic Register home, restored to the original period honoring the pioneer doctor. The museums are operated by the non-profit Ritzville Muesum Board and community volunteers.

City Owned and Operated Utilities

- ◆ **Water System:** Ritzville's water system consists of a main pressures zone and one booster zone, three active wells (two main wells and one emergency well), four nonoperational well sites, and two standpipe reservoirs (one 1 million gallon and one 250,000 emergency reservoir). The water system serves 1,047 metered connections and approximately 926 of those connections are active connections. Refer to the current water plan.
- ◆ **Sanitary Sewer System:** The sanitary sewer system handles the sewage collection needs for the entire city. A few areas of the city are currently not served by sewer; however, the City's goal is to provide sewer service, where feasible, to all areas within its service area. Refer to current general sewer plan.

Public Facilities and Services Provided by Others

- ◆ **Solid Waste and Recycling:** The City currently contracts for solid waste and recycling. The contractor provides a weekly garbage pickup and cardboard recycling, which is located at their facility at 410 W Railroad Avenue. Refer to Adams County Solid Waste Plan.
- ◆ **Library:** Library services for the City of Ritzville are provided by the East Adams Library District through a long-term lease of the city-owned Carnegie library building.
- ◆ **Schools:** Lind-Ritzville Cooperative Schools provides public school services for the City of Ritzville. Ritzville Grade School serves students in grades K through 5; Lind-Ritzville Middle School (located in the Town of Lind) serves grades 6 through 8, and Lind-Ritzville High School serves grades 9 through 12. The District provides two independent schools, two gymnasiums, football and track field, playfields, weightroom, and Career and Technology Shop.
- ◆ **Public Hospital:** East Adams Rural Hospital is a non-profit public healthcare organization, providing a host of essential medical services for folks living in the heart of wheat country. They operate a hospital, a family-practice clinic, a 24/7 emergency room, an ancillary ambulance service, and a therapy center.

Level of Service Standards

Level of Service (LOS) standards are measures of the amount, extent, or quality of public facilities or services that must be provided to meet the needs and desires of the residents. Typically, measures of LOS are expressed as ratios of capacity to demand.

Each facility's LOS is measured using a standard specific to that facility type. For example, police LOS standards rely on an annual average call for service standard to determine the community's current and future police needs. They are used as a quantifiable goal to assist in planning for future capital facility improvements. Generally, new development will not be allowed if it causes the available services to fall below LOS standards.

The GMA does not require the adoption of LOS standards for capital facilities other than transportation; however, the City has opted to define desired LOS for facilities provided by the City in concurrence with other agencies in order to monitor the ability of capital facilities to meet public needs, as shown in Table 6.

Capital Facility	Lead Agency	LOS Standard/goal
Water	City of Ritzville	383 gallons per day per Equivalent Residential Unit (ERU)
Sewer	City of Ritzville	158 gallons per day per ERU
Fire	City of Ritzville	5-minute response time
Police	City of Ritzville	5-minute response time for emergency calls for hours when officers are on duty 10-minute response time for emergency calls for the on-call officer for hours when officers are not on duty
Parks	City of Ritzville	See table 10
Transportation	City of Ritzville	LOS D
Library	East Adams Library District	LOS established by East Adams Library District
Solid Waste and Recycling	Wheatland Waste Management	LOS established by Wheatland Waste Management

Future Needs

City Owned and Operated Facilities¹

- ◆ **City Hall:** The goal for City Hall is to provide public services at a LOS that will ensure the safety and wellbeing of Ritzville's residents.
- ◆ **Fire Protection Services:** The LOS standard is used to calculate both facility and equipment needs over the next several years by comparing existing LOS to projected needs.
- ◆ **Police Protection Services:** The City will require additional patrol vehicles to meet its police LOS standards. Vehicles are scheduled for replacement through the ER&R plan on mileage and wear and tear.
- ◆ **City Parks and Recreation Facilities:** Currently planned parks improvements include:
 - Completion of the loop trail for walking and biking
 - Golf course clubhouse improvements
 - Golf course maintenance building (new)
- ◆ **Transportation:** Future transportation needs are detailed in the Transportation Element of this Comprehensive Plan.

City Owned and Operated Utilities

- ◆ **Water System²:** The City relies on water from three wells. The pumping capacity is determined partly by groundwater rights. The City will need to ensure there is an adequate supply of water for current and anticipated demand, without adversely impacting water quality. The City has adequate water rights for up to 4,025 gallons per minute and 1,112 acre feet per year for projected annual and instantaneous withdrawal volume. On the capacity side, the City is developing strategies to ensure there is adequate water storage and production, but additional storage and production capacity will be needed to meet future development demands.

- ◆ **Sanitary Sewer System³:** The City is currently completing an updated sewer plan which will direct the future replacement plans. Currently the City's future goals for sewer service are as follows:

- Use 100 percent of the Department of Ecology criteria for sewer works design.
- Provide gravity system sanitary sewer service wherever economically feasible.
- Reduce the number of septic systems by transferring connections to sewer.
- New sewer mainline crossing and distribution from 1st Avenue and Weber Lift Station to sewer pond.

Funding Sources

There are a variety of funding sources available for the City's planned capital improvement projects that balance revenues and expenditures. Additionally, the City looks at the current financial capacity and debt as well as bonding capacity for future projects.

The City uses several funding mechanisms to pay for its capital facilities needs. Funding for capital projects will come from grants, bonds, property and sales taxes, real estate tax, impact fees, and contributions. Some of these funds are earmarked for specific projects, while others come from the general fund. General fund revenues are not only used to fund capital facilities expenditures, but also for their operation and maintenance.

Additional non-City sources of funds - including grants; bonds; impact fees; county, state, or federal funds; and developer extension agreements - may be used for project funding. For a more detailed breakdown of funding sources, please refer to the City's Capital Improvement Plan.

¹ Refer to Ritzville Capital Improvement Plan

² Refer to Ritzville Water Plan

³ Refer to Ritzville General Sewer Plan





Transportation

The purpose of this element is to provide general direction for the maintenance and development of transportation facilities within the City of Ritzville and the Urban Growth Area. As with the land use element, this element has been developed to comply with the Washington Growth Management Act (GMA) and represents an update to the 2015 Transportation Element which included a comprehensive assessment of the community's transportation needs in light of the envisioned development over the next 20 years.

At present, the lack of pressure from population growth and the surplus of unoccupied or underutilized business and residential properties has limited the growth of Ritzville's street system. Transportation issues are largely concerned with the maintenance and function of the existing street system, accommodation of development in the vicinity of the City's two interchanges on I-90, and the expansion of other modes of transportation that are currently underdeveloped, such as the City's airport and pedestrian/bicycle path system.

This Transportation Element includes a discussion of:

- ◆ Transportation System Inventory including the Street and Highway System, Active Transportation, Public Transportation, Rail System, and the Aviation System
- ◆ Transportation System Needs (including planned improvements and system maintenance)
- ◆ Transportation Funding (including a discussion of traffic impact fees)



Transportation System

Historically, the street system in Ritzville developed along Highway 10 (1st Avenue), which linked Ritzville to Spokane and beyond. In the late 1950's the construction of Interstate 90, south and east of the City, diverted traffic away from Ritzville's commercial and industrial core. While the shift in automobile and truck traffic impacted existing business along Main Street and 1st Avenue, it also opened up new commercial areas near the two interchanges. Consequently, any expansion of the City's street network is projected to occur as part of growth along the City's southern border, near Interstate 90.

The discussion of the existing street and highway system relies on materials previously prepared for the 2015 Comprehensive Plan Update which is included in Appendix X. This chapter highlights some of the key features of that system focusing on:

- ◆ The functional classification of streets
- ◆ Motor vehicular concurrency management including Level of Service standards, and
- ◆ Wayfinding

Street Classifications

As indicated in the 2015 Comprehensive Plan and endorsed in this update, the streets in Ritzville are classified under two systems. Under the first system, the following Federal Functional Classification guidelines are applied within the city of Ritzville:

- ◆ **Arterial Streets** – These streets are designed to carry a high proportion of the total traffic in the urban area and predominately serve either through traffic entering or leaving the community, or traffic traveling between the central business area to outlying residential areas. Property access along arterial streets is a secondary function to traffic mobility and can be restricted where access management enhances traveler safety and operational functionality.
- ◆ **Collector Streets** – These streets provide a connection between the arterial street system and local streets by offering access and traffic circulation within residential neighborhoods and commercial/industrial areas. Property access along collector streets is usually split more evenly between access and mobility, typically providing both functions.
- ◆ **Local Streets** – These streets primarily provide property access and link to the collector and arterial street systems to provide general community mobility. Typically, in residential neighborhoods through traffic should be intentionally discouraged (Ord. 2001 § 1, 2006).

This street classification system for Ritzville is illustrated in Figure 12.

As illustrated in Figure 12, the majority of roadways within the City are local access roadways, with Division Street, 1st Avenue, and 6th Avenue/Wellsandt Road serving as Major Collectors. Additionally, Weber Road, Adams Street, South Chelan Street, Marcellus Road, and portions of West 11th Avenue and West Broadway Avenue are classified as Minor Collectors. The oversized haul route is on 1st Ave and north Division St. The I-90 detour route is on 1st Ave.

Regional mobility for Ritzville is dominated by Interstate 90 which links the community to the Spokane and Moses Lake regions and other destinations in Washington State and the northern United States. I-90 is functionally designated by WSDOT as an Interstate facility. There are two interchanges that serve Ritzville, the major interchange being connected to SR 261 which serves the heart of the city and the pending new Grainland Acres development. Further west, there is another interchange which connects with US 395/W. 1st Avenue and serves the industrial west side of the city. Development in this area is limited by the lack of public utility infrastructure.



Concurrency

The Level of Service (LOS) standard for all streets in Ritzville, local collectors and arterials, was established in the 2015 Transportation Element based on guidance from the Washington State Department of Transportation (WSDOT). The 2015 Plan established LOS D as the desired performance target for the street and highway system in Ritzville. This is consistent with average arterial travel speeds of 13 to 19 mph, and average delays of >15 to 25 seconds per vehicle at unsignalized intersections. Currently Ritzville does not operate any signal-controlled intersections. The forecasted population growth is not expected to generate sufficient additional traffic to move city streets below LOS D; however, large commercial or residential developments may be required to perform transportation impact studies if the City believes there may be significant impact.

At present, the most congested intersection within the City of Ritzville is the intersection of Weber Road and SR-261/Division Street (westbound I-90 off-ramp), at the southeast limits of the City. Two recent major traffic studies have been conducted since the 2015 Comprehensive Plan was adopted which should be acknowledged in this Plan update. Both of these studies address the effects of developing Grainland Acres in a newly annexed portion of the city to the south and east of the I-90 interchange at SR 261. Based on the information contained in these studies, significant traffic growth is anticipated along SR 261 and through the interchange necessitating a number of system improvements. The Grainland Acres is proposed to be developed in four phases including both short-term and long-term roadway improvements. With these improvements, all intersections in the city would meet the LOS D concurrency target. Recommended improvements are discussed in the section labeled Transportation System Needs.

As further commercial development proceeds in this area, it will be necessary to continue assessing the performance of I-90/SR 261 interchange area including the Galbreath Way and Weber St intersection to ensure it does not drop below LOS D.

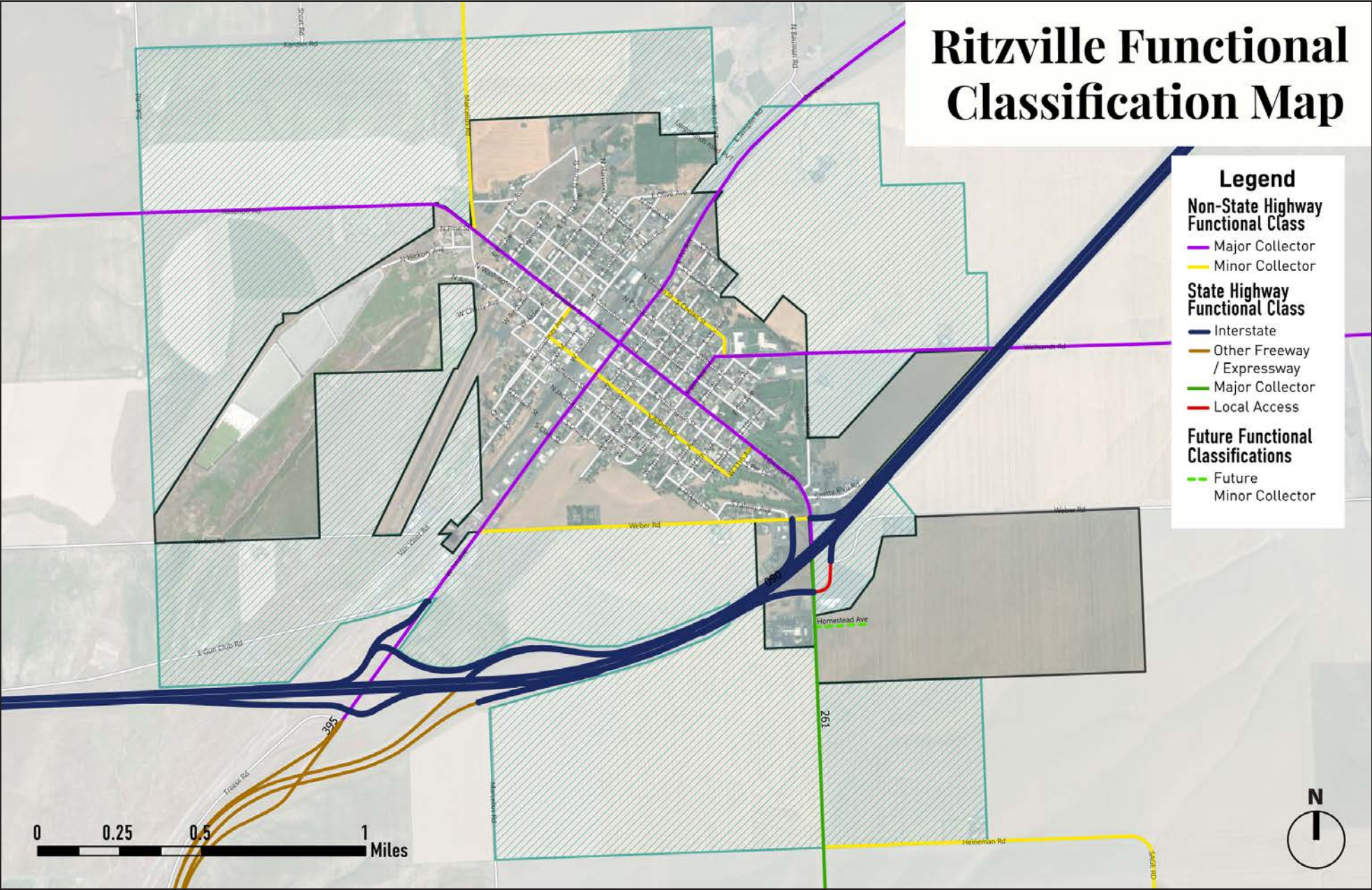
Wayfinding Plan

In May of 2018, the city-initiated study to develop a Wayfinding Master Plan for Ritzville. The overall project goal is to continue to develop Ritzville as a visitor destination. Key elements of the project included boosting visitor engagement with local attractions, curating visitor experience within the community, and spurring overnight visitation in Ritzville. The wayfinding plan was funded through lodging tax dollars and managed by staff at the City of Ritzville.

Phase I of the plan was implemented in 2020, with signs being installed to direct traffic from the freeway entrance to downtown. The plan makes specific recommendations to direct visitors to destinations within the community such as the Airport, Museums, Water Park, Golf Course, Fairgrounds, Restrooms, and other attractions. As funding is allocated each year, additional phases will be implemented to provide directional signs from other entrances into the city. For further information, refer to the [Wayfinding Master Plan](#).



Ritzville Functional Classification Map



Legend

Non-State Highway Functional Class

- Major Collector
- Minor Collector

State Highway Functional Class

- Interstate
- Other Freeway / Expressway
- Major Collector
- Local Access

Future Functional Classifications

- Future Minor Collector

0 0.25 0.5 1 Miles



Figure 12. Street Functional Classification System Map

Walk and Bike Path

The City of Ritzville has established an extensive plan for pedestrian and bicycle paths throughout the City, as shown in Figure 13. This existing and planned network, consisting of existing walking and biking paths and planned future multi-use paths will provide safe access to pedestrians and cyclists along the City's perimeter and along Division Street, which bisects the City from its northwest to southeast boundary. These walk and bike paths help to meet city's complete streets goals (ordinance no.2108).

Since the 2015 Plan was completed, future improvements that have been completed include:

- ◆ A sidewalk along the north side of Weber Road from the westbound I-90 on-ramp to the west through the developed area and wide shoulders along the entire roadway length from the I-90 ramps to W. 1st Avenue. No bicycle lanes have been designated nor is there a separate asphalt path.
- ◆ Sidewalks have been constructed along both sides of W. 1st Avenue from Clark Street on the south to Division Street on the north, continuing only on the southeast side of the street further north to Cascade Street.
- ◆ Walking path story boards have been installed by city public works crew and are maintained by the East Adams Library District.

As indicated in the Traffic Impact Study prepared for the Grainland development to the south and east of the existing city, there are currently no pedestrian facilities along SR 261 south of Weber Avenue except for a multiuse path adjacent to Love's Travel Plaza. Safe active mobility would dictate the need for a sidewalk or a multiuse pathway between Grainland and the City proper. In general, development

along both sides of SR 261 would precipitate the need for crosswalks. Locations that make sense include Weber Avenue, the south I-90 ramp, and the future site collector intersections with SR 261.

Public Transportation

There are limited public transportation options available in the City of Ritzville. Adams County does not currently have a Public Transportation Benefit Area (PTBA) or any other type of public transportation agency in place. The organization People for People operates three fixed bus routes by reservation only: #103 connecting Ritzville with Othello which operates only on Tuesdays and Thursdays, #105 between Ritzville and Moses Lake which also operates only on Tuesdays and Thursdays, and #16 which connects Odessa to Moses Lake through Ritzville operating on Mondays, Wednesdays, and Fridays only. All schedules exclude holidays and are free to the general public with donations accepted.

People for People also provides door-to-door Para-Transit/ Special Needs transportation service by reservation for eligible individuals in Adams, Grant, Lincoln, and Yakima counties. Older adults (60+ years), persons with disabilities, individuals with low-incomes, youth, and veterans may be eligible for this service to access nutrition, health care, employment, social services, and other community resources.

Special Mobility Services provides fixed route service from Ritzville to various destinations in Sprague and Spokane. Service is available to the general public at a small cost. Service is also provided for individuals who are Medicaid eligible and need transportation to an approved health care appointments. Reservations need to be made 48 hours in advance of scheduled appointment.

Trails

Ritzville is currently working to improve its non-motorized (active) trail network, with the goal of allowing residents to safely navigate the entire city on foot or by bicycle. The City has established an extensive plan for pedestrian and bicycle paths throughout the City, as outlined in the Transportation Element of this comprehensive plan. This existing and planned network, consisting of concrete and asphalt walk paths and planned future asphalt bike paths, will provide safe access to pedestrians and cyclists along the City's perimeter and along the Division Street, which bisects the City from its northwest to southeast boundary.

Locations of the City's future planned trail connections can be found in the Transportation Element. Portions of the network that have been completed thus far include:

- ◆ A sidewalk along the north side of Weber Road from the westbound I-90 on-ramp to the west through the developed area and wide shoulders along the entire roadway length from the I-90 ramps to W. 1st Avenue. No bicycle lanes have been designated nor is there a separate asphalt path.
- ◆ Sidewalks have been constructed along both sides of W. 1st Avenue from Clark Street on the south to Division Street on the north, continuing only on the southeast side of the street further north to Cascade Street.

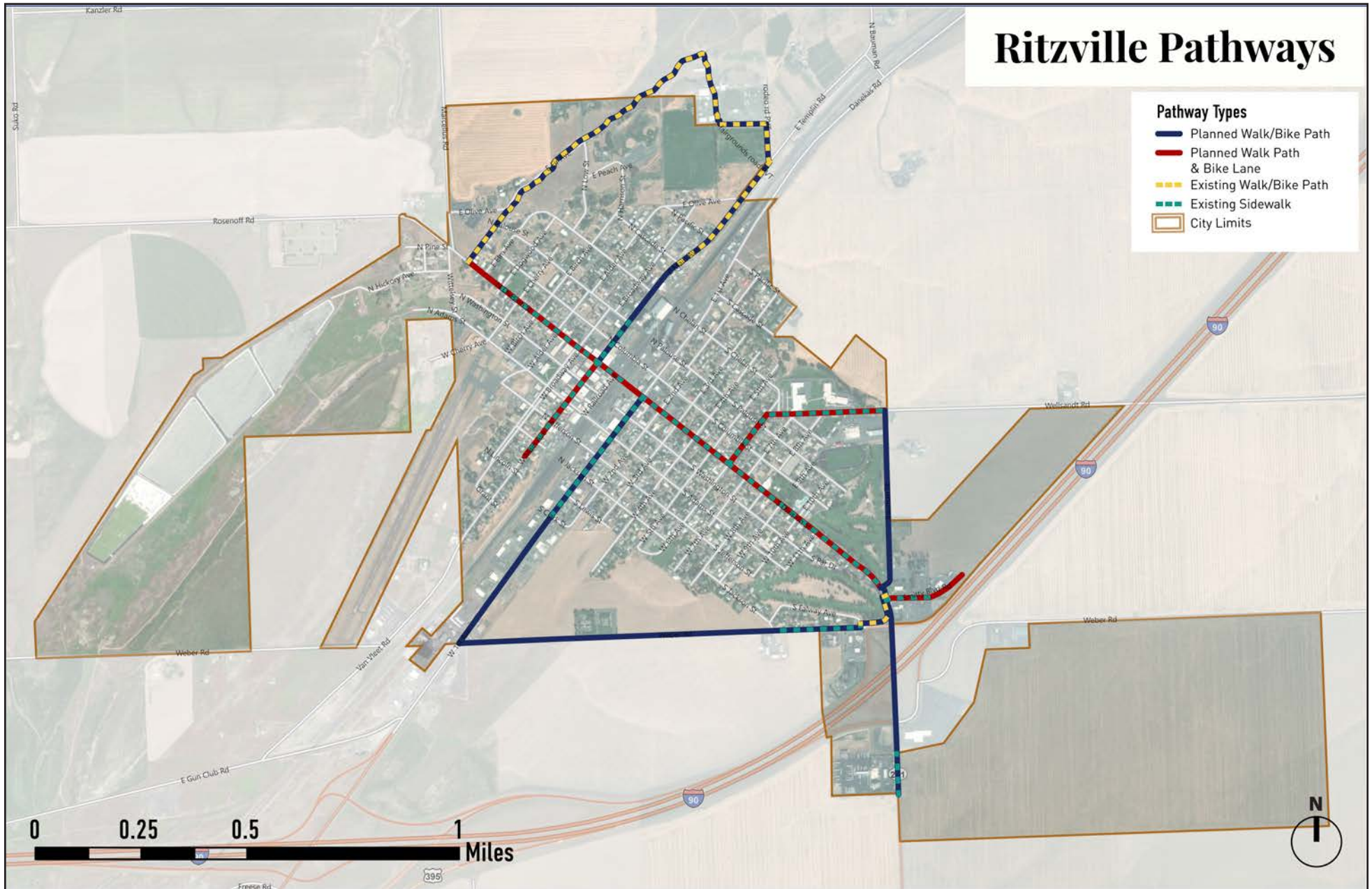


Figure 13. Walk and Bike Path Map

Greyhound Lines, Inc. operates a bus stop in Ritzville that provides limited schedule service for a large number of locations, although there are no Greyhound ticketing facilities available in Ritzville. The Greyhound stop is located at Zip's fast-food restaurant in the northeast quadrant of the I-90/SR 261 interchange. There are no designated pedestrian facilities on SR 261 to access this stop from the proposed new development to the south but there are sidewalks along Division Street and Smitty's Boulevard to access the site from the north.

Recognizing that additional public transportation services may become available to Ritzville citizens in the future, and recognizing that the provision of public transportation is generally consistent with this plan's goals to reduce overall vehicular trips and to encourage walkable commercial districts, the City should encourage land use development and transportation system design that is compatible with the needs of public transportation. The City is also willing to consider partnership opportunities with organizations seeking to increase availability of public transportation options for Ritzville's citizens.

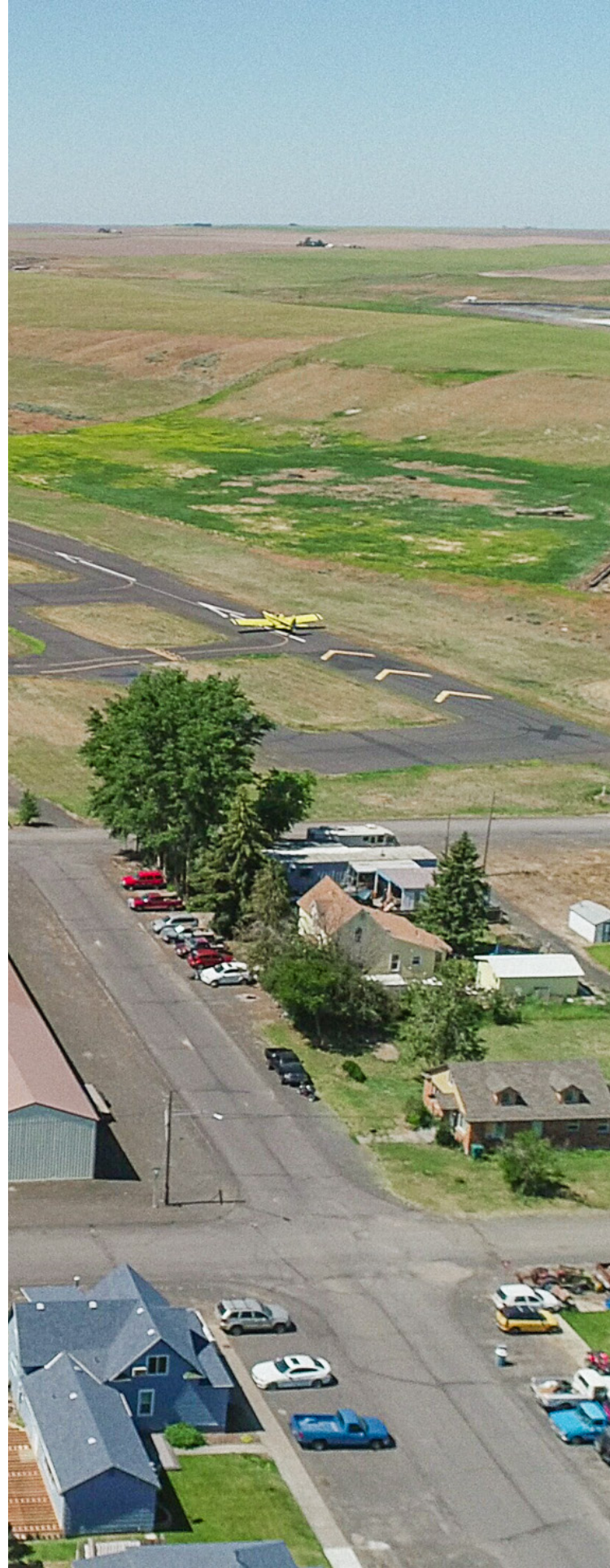
Rail System

Although the freeway has significantly altered the community's land use pattern, the rail line and the First Street corridor remain important transportation components in Ritzville. Much of the community's heavier industrial and commercial base is still centered near rail access. The agricultural warehousing facilities on the north side of town depend on the rail to ship export products out of the community, and manufacturing, distribution, and service garage facilities have located near the 1st Avenue corridor and rely on the easy access it offers to the interchange between Interstation 90 and U.S. Route 395. More information about existing rail service is provided in the Capital Improvement Plan.

There are current efforts to attempt passenger rail travel through the use of the train depot, which would necessitate ADA upgrades. The city is in the process of studying the implementation of a train quiet zone for downtown economic development purposes.

Aviation System

In addition to railroad and automotive access, Ritzville has aviation access via Pru Field. This airfield, located immediately west of, and adjacent to, Ritzville's downtown, is a lightly-used general aviation airport. It is recognized as part of the Statewide Airport System Plan and has received several grants for the development and maintenance of its facilities. While the airport is lightly used now, the City believes future opportunities exist to develop the airport in such a manner to better attract future business and tourism, particularly as on-airport services become more of an attraction to the aviation community. Ritzville is also located less than an hour's drive from Spokane International Airport, which offers dozens of commercial passenger flights daily. More information about existing aviation service is provided in the Capital Improvement Plan and Airport Master Plan.



Transportation System Needs

A fundamental part of creating the transportation element was the identification of needs or issues now facing or expected to face the community. Based on analysis conducted for this plan, the following highlights these outstanding needs.

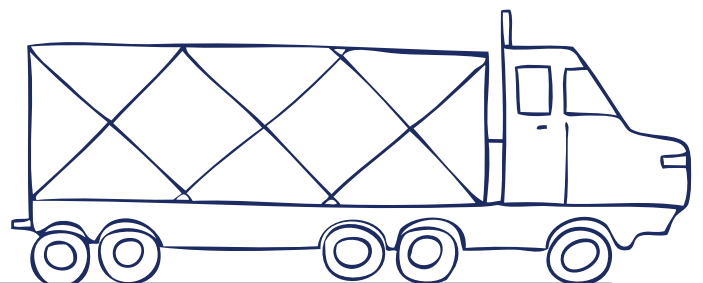
Street and Highway Needs

1. The two highway interchanges serving the community provide excellent opportunities for commercial development. However, development near the I-90/US-395 interchange is limited by existing utilities, which will concentrate development near the eastern I-90 interchange in the short term. As development increases near this interchange, the associated increase in traffic may exceed the capacity of the existing signalized intersections along SR-261. Specific improvement recommendations to address future congestion at the eastern I-90 interchange were identified in the two studies previously referenced related to the Grainland Acres mixed use residential and commercial development. These include:
 - Improvements to the I-90 westbound off-ramp/ Weber Avenue at Division Street – development of a roundabout was recommended by 2028 in conjunction with Phases 1 and 2 of Grainland development to the southeast of this interchange.
 - Improvements to the I-90 eastbound off-ramp at SR 261 – development of a roundabout was recommended by 2028 in conjunction with Phases 1 and 2 of Grainland Acres development.
 - Improvements to the intersection of SR 261 with Love's north entrance – this intersection is expected to degrade to LOS E by 2040 for the side street movement. Further analysis is needed to determine appropriate improvement.
 - Improvements to the intersection of SR 261 with Love's south entrance – the new primary entrance to the Grainland Acres development (Homestead Avenue) will be located opposite the existing Love's driveway. Development of a roundabout has been recommended by 2028.
 - Widening of SR 261 between I-90 and the southern edge of the Grainland development to provide for a two-way left turn lane.

2. Travelers exiting the Interstate at the two freeway interchanges for gasoline, lodging or dining may not be aware of other retail or service commercial opportunities in central Ritzville. This issue is addressed by implementation of the recommendations in the City's completed Wayfinding Plan.
3. Truck parking on street, both for transient rigs and for truckers residing in the city, causes congestion in the highway commercial districts and detracts from the character of residential districts.
4. Commercial and residential parking seems to be adequate for the current levels of activity. However, as the downtown becomes more successful, providing sufficient parking may become a problem.
5. Any improvements identified in the local roads safety plan.

Public Transportation Needs

1. Though there is currently no county-wide mass-transit system in place, there are private non-profit operators providing dial-a-ride services to transit-dependent population groups in Ritzville, as well as intercity service for all users linking Ritzville with other communities in eastern Washington. As Ritzville is the county seat and regional commercial center, there may need to be further consideration of future transit service to meet the needs of the community as it grows.



Rail Service Needs

1. The Burlington Northern Railroad running through the heart of Ritzville still functions as a main east-west line through the state, carrying both passengers and freight. There are approximately 48 trains per day through the city, and the potential for increased railway traffic in the future associated with energy (coal and/or oil) shipments from the East. No passengers embark at Ritzville, and local freight is serviced by a series of spur tracks running parallel to the main line. The specific issues related to the railroad are the following:
 - There are no grade-separated rail crossings located within City Limits, and, with rail traffic expected to increase, this may cause substantial traffic delays and hinder emergency response.
 - Any needs identified in the Adams County Hazard Mitigation Plan.

- There is no current passenger service to Ritzville but there are current efforts through All Aboard Washington to provide passenger rail access via the train depot.
- Local spur lines serve agricultural processing businesses, and while there is available space remaining for industrial developments along those spur lines, BNSF is unlikely to approve expansion of the spur lines or construction of new spur lines if needed for new business.

Aviation Needs

1. The City's airport is within a five-minute walk of the Central Business District but does not offer fuel or other services to attract transient pilots. The City has an airport layout plan, but the facility's popularity will depend on the level of investment made to attract and serve individual pilots. Refer to the Airport Master Plan.



Transportation Funding

The evaluation of transportation funding for this Plan Update focused on the evaluation of adopting a Traffic Impact Fee (TIF) to be levied on new development in the City of Ritzville. As required by state law, this fee would focus on identifying the proportionate cost of new development on the transportation improvements needed to meet the City's LOS D concurrency target.

Based on analysis conducted in February 2023, a select list of necessary transportation improvements was identified in conjunction with anticipated future traffic volume growth for the entire community and those projects determined to be eligible for TIF funding were identified. An appropriate TIF for each PM peak hour trip generated by future development was also identified.

Other funding for the transportation improvement projects identified the current adopted six-year transportation improvement program. It would include grants from the Washington Transportation Improvement Board (TIB), the Highway Safety Improvement Program (HSIP) and federal funds when match money is made available, whether through traffic impact fee or grants.

Parks, Recreation, & Open Space

In all communities, recreation serves an important function for residents and visitors alike, providing places for exercise, sports, children's play, relaxation, and community gatherings. Parks and recreation areas also enhance the aesthetic quality of the city, adding value to surrounding neighborhoods and commercial areas.

The long-term goal for the City's Parks and Recreation Program is to enhance the quality of life for the residents of Ritzville by providing the highest quality of recreational opportunities, preserving open space, and protecting important elements of Ritzville's great natural heritage for future generations.

As with other facilities and services provided by the City, parks and recreation planning must take place to advance community goals and address population growth. Ritzville intends to develop a new Parks, Recreation, and Open Space Plan to identify community recreation priorities and guide future actions regarding parks acquisition, development, and enhancement. That document will be incorporated into this Parks, Recreation, and Open Space Element by reference upon its adoption.

Parks, Recreation, and Open Space Inventory

The City maintains a wide range of parks and recreation facilities for residents and visitors. These facilities are open to the public, and are utilized by many individuals, community groups, and private organizations throughout the year. Although parks and recreation facilities are distributed throughout the City, the southeastern portion of the City includes a significant cluster of facilities including the municipal golf course, Ritzville City Park, tennis courts, and Ritzville Water Park.

This inventory provides the basis for a system-wide assessment of necessary features and their locations, allowing comparison of facilities with adopted level of service standards. Non-City owned features are also listed, providing additional context regarding features generally available to residents. Facilities are summarized in Table 8 and described in further detail below.

Table 8: Ritzville Parks and Recreation Facilities

Facility/Site	Location	Size
City-Owned Facilities		
Ritzville Municipal Golf Course	104 E. 10th Ave.	37.5 acres
Ritzville City Park	900 S. Division St.	2.1 acres
Haag Fields	1000 E. Birch Ave.	21 acres
Little League Field	601 N. Division St.	1.2 acres
Veterans Memorial Children's Park	100 E. Cherry Ave.	0.4 acres
Ritzville Walk and Bike Path	City-wide	-
Sculptures	City-wide	-
Pioneer Plaza	Downtown	.38 acres
Adams County Parks and Recreation District No. 4 Facilities		
Ritzville Water Park	109 E. 10th Ave.	0.8 acres
Lind-Ritzville School District Facilities		
Tennis Courts	200 E. 8th Ave.	0.6 acres
Jointly Owned Facilities		
Wheat Land Communities' Fairgrounds (owned by City of Ritzville and Wheat Land Communities' Fair Association)	811 E. Main Ave.	City-Owned: 5.1 acres Fairgrounds-owned: 57.8 acres

City-Owned Facilities

- ◆ **Ritzville Municipal Golf Course:** This nine-hole golf course alongside a clubhouse and cart shed. The city contracts with a manager to maintain and operate the course and leases the clubhouse restaurant. The Ritzville Golf Association, a volunteer organization comprised of golf enthusiasts, works with the City to guide the direction of the golf course.
- ◆ **Ritzville City Park:** Ritzville City Park is one of the more heavily-used parks in the City and features a large playground area, a covered barbecue/firepit area, a wood- and brick-gazebo, horseshoe pits, and public restrooms.
- ◆ **Haag Fields:** Haag Fields are the City's baseball and softball fields located on the north side of town. These fields are owned by the City of Ritzville and jointly maintained by the Ritzville School District. The fields are utilized by the Lind-Ritzville-Sprague baseball and softball teams throughout the spring season, Little League Baseball and Softball, and by a community softball league throughout the Spring and Summer.
- ◆ **Little League Field:** The City of Ritzville owns and maintains a smaller baseball field at the intersection of Division Street and Cherry Street. Although this field is used primarily by the Ritzville Little League Association in the spring, it is open to the public throughout the year for recreational purposes and has public restrooms available.
- ◆ **Veterans Memorial Children's Park:** Across Cherry Street from the Little League Field is the Veterans Memorial Children's Park, which features a basketball court and playground. The north side of the park contains a dedicated skate park comprised of ramps and rails, which is open to the public for skateboarding, rollerblading, and BMX biking.
- ◆ **Ritzville Walk and Bike Path:** The City of Ritzville has plans for an extensive Walk and Bike path, as described in Walk and Bike Path in the Transportation Element of this plan. This path

Table 9: City-Owned Sculptures

Description	Location
Cowboy	Golf Course at Smitty's Blvd.
Pioneer Woman	Golf Course at Smitty's Blvd.
Plow Boy	Corner of 1st Ave. and Weber Ave.
Bronco	In front of Ritzville High School
Frank R. Burroughs	Near intersection of Main Ave. & Jackson St.
Wagon Train	At intersection of Railroad Ave. & Adams St.
Shontz Schuler	In front of Ritzville Public Library
Bert Kendrick	Main Ave. between Adams and Washington
Philip Ritz	At intersection of Main Ave. & Washington St.
Automobile	At intersection of Main Ave & Division St.
Metal Fountains	Railroad Ave. between Adams and Washington and at Zips
Firefighters	At intersection of 1st Ave. & Adams St.
Town Photographer	216 W Main Ave
Lady Golfer	SE Corner of 10th Ave and Division St.
Stagecoach	Corner of Weber Ave. and HWY 261

will provide a dedicated lane for pedestrians and bicyclists to traverse the City separate from vehicular traffic.

- ◆ **Sculptures:** A number of metal sculptures have been created by local artists and installed around the City, both downtown and at the Smitty's Boulevard intersection. Table 9 summarizes the sculptures that are owned by the City and located on City property.



Adams County Parks and Recreation District No. 4 Facilities

- ◆ **Ritzville Water Park:** The Adams County Washington Park & Rec District No. 4 owns and operates the Ritzville Water Park located adjacent to the Ritzville City Park. The Water Park includes two pools: a recreational pool featuring a zero-depth entry wading area, pop-up jets, a flowing dew drop, and a spiraling whitewater slide; and a short lap pool featuring swimming lanes and a diving board. In addition to the pool facilities, the Water Park features a concession stand, changing rooms, and restroom facilities. The Water Park is open June through August, and is heavily utilized by residents, tourists, and visitors from surrounding communities during those months.



Lind-Ritzville School District Facilities

- ◆ **Tennis Courts:** Five tennis courts are located along 8th Avenue, across Columbia Street from the Ritzville City Park. These courts are owned by the Lind-Ritzville School District and are utilized by the Lind-Ritzville-Sprague tennis team throughout the spring. Although owned by the School District, the courts are open to the public. All five courts are netted during the summer months, and a net is maintained on at least one court throughout the year for public use. Additionally, the school provides their playfields for youth and school football, baseball/softball and soccer programs. The school's gymnasiums are utilized for many other indoor school related and youth programs such as volleyball and basketball and community arts programs. The school's weight room has been opened to the public for use, with application.



Jointly Owned Facilities

- ◆ **Wheat Land Communities' Fairgrounds:** The Wheat Land Communities' Fairgrounds are located on the northern edge of the City and are jointly owned by the City of Ritzville and the Wheat Land Communities' Fair Association. The Association operates and maintains the fairgrounds. In addition to various buildings used by the Association, the fairgrounds feature a large city-owned amphitheater and public restrooms. The primary event held at the fairgrounds is the Wheat Land Communities' Fair, which is held each Labor Day weekend. The fairgrounds are available for rent throughout the year to public and private organizations through the Wheatland Communities' Fair.

Level of Service Standards

Level of Service (LOS) standards are quantifiable measures of the parkland and recreation facilities that are provided to the community, often expressed on a per capita basis (e.g., the number of park acres per 1,000 residents). The National Recreation and Park Association (NRPA), a non-profit organization dedicated to the advancement of public parks, recreation, and conservation, established a set of LOS standards in the 1980s to help communities evaluate their recreation needs. Since then, LOS has been used as a planning tool to compare a local community's facilities against those of other communities, agencies, and national standards.

However, because the vision, values, and needs of each community are different, planners have acknowledged that simply quantifying local LOS to a national standard is not an effective means of evaluating a community's needs. Accordingly, NRPA's LOS standards have evolved in recent decades. Current methodology calls on jurisdictions to determine their own LOS based on the blend of natural, social, and economic characteristics and to define a LOS that is achievable within available land and financial resources.

Recommended LOS standards, based on NRPA's recommendations, can be found in Table 10. As the City develops its Parks, Recreation, and Open Space Plan, these LOS standards can be used as a baseline for evaluation, but both a quantitative and qualitative approach to identifying community-specific park needs within Ritzville should be taken. While LOS provides a helpful benchmark for comparison, a community that relies solely on LOS for determining recreation needs fails to identify community-specific issues such as a facility's quality, or residents' satisfaction with the existing facilities. Evaluation of the community's recreational needs should be conducted using a variety of methods, including an assessment of national and state recreation guidelines, comparison of Ritzville's parks standards and facilities with those of peer communities, analysis of demographic trends and population projections, and input from community members.

Table 10: Recommended Parks Level of Service Standards

Park Type	Description	Maximum Service Radius	Recommended Acreage
Regional Park/ Reserve	Areas of natural quality for resource-oriented outdoor recreation, such as hiking, fishing, boating, camping, and swimming. These sites may include active play areas, but are typically largely managed for natural resource preservation.	1 hour drive time	5-10 acres per 1,000 population
Community Park	Recreation areas capable of supplying a broad range of active and passive activities. Community parks typically contain both natural settings and developed play areas. Facilities may include swimming pool/beach, field/court games, and may serve as nodes for a citywide pathway system.	0.5-3 miles	5-8 acres per 1,000 population
Neighborhood Park	Recreation areas providing primarily active recreation opportunities. Facilities may include softball and baseball diamonds, playground equipment, tennis courts, basketball goals, and other intensive facilities. Park sites should be located so that people living within the service area have easy and safe pedestrian access.	0.25-0.5 miles	1-2 acres per 1,000 population
Pocket/Mini Park	Typically located on a small lot within a residential neighborhood or commercial business district. May serve as gardens, small social gathering facilities, or neighborhood playgrounds.	Less than 0.25 miles	0.25-0.5 acres per 1,000 population
Special Use Site	Provide facilities for unique activities. There are no size requirements, but the site should be large enough to provide support facilities for the activity.	Variable	Variable
Open Space	Undeveloped public or private land that is protected from development. Typically set aside for the preservation of natural or significant resources or as visual buffers. Uses tend to be limited to those activities that do not require highly developed facilities.	Variable	Variable



Future Projects for Consideration

In addition to the existing facilities listed above, there are several potential projects that could be undertaken to expand Ritzville's parks and/or recreational facilities. The city owns several vacant parcels that could be considered during these expansion projects. In general, these projects would require additional planning before proceeding to implementation. However, they are listed here to document those ideas that have been proposed to the City of Ritzville and Planning Commission in case the City, community groups, or interested individuals choose to champion and develop these ideas into future projects. These project ideas should be evaluated further as the City develops its Parks, Arts, Recreation, Culture, Conservation, and Open Space Plan.

- ◆ **Recreation Building and Community Center:** While the City of Ritzville has several outdoor parks and recreational spaces, there are limited indoor spaces for the community to gather during the cold winter and hot summer months. There are several public spaces that can be rented for specific functions and some specific-use community spaces that are open to the public, but there is no common recreational center open to the public to allow for indoor recreational activities. There have been past proposals to convert old/unused buildings in the downtown area into a recreational center that could house a wide range of activities including indoor playgrounds, lounges, fitness and craft classes, childcare etc. Such a space would provide an area for Ritzville's residents and visitors to gather during periods of inclement weather for communal activities and fellowship.
- ◆ **Horticultural Center/Arboretum:** In the past, the development of a public horticultural center and/or arboretum has been proposed for the communal good. While a horticultural center/arboretum would be a benefit to the City, maintenance of such a facility is currently outside of the City's capabilities. It will take a dedicated volunteer group to develop and care for the gardens and vegetation on a sustainable basis for such a facility to be a success.
- ◆ **Streetscaping:** Ritzville has a strong tradition of using art to improve the aesthetics of public spaces, including the metal sculptures created by local artists that are prominently featured around the City and signage located at the City's entryways on Historic U.S. Route 10 (First Avenue). However, Ritzville does not have a developed streetscape plan to guide development of public spaces around the City's roadways. Development of a streetscape program would help guide the development of the City's rights-of-way to enhance the aesthetic quality, identity, economic activity, and social cohesion of the community. A comprehensive streetscape program could identify other opportunities for similar projects in the future, and create an ongoing plan for the development and placement of additional metal sculptures.
- ◆ **Aquatic Center Expansion:** Use of the Water Park is limited to summer months, as it is generally only open from June through August. Although there is demand for additional aquatic activities throughout the year, colder weather during the spring, winter, and fall precludes use of the existing park facilities. Potential ideas include either enclosing the existing water park in a semi-permanent or permanent structure that could provide indoor heating during periods of colder weather, or expanding the existing water park by constructing a new, indoor pool facility. Either option would provide a space that could be used throughout the year to provide Ritzville's residents and visitors with an opportunity for low impact exercise and aquatic recreation. The development of such a facility would require coordination with Adams County Washington Park & Rec District No. 4.
- ◆ **Multi-Purpose Sports Complex:** Existing sporting facilities in the City of Ritzville are primarily focused on outdoor activities, and thus are of limited utility during the winter months and during periods of inclement weather. A new sporting complex could be created in several ways. It may be possible to renovate an existing unused or underused structure to house exercise equipment, walking/running tracks, sports courts, etc. Alternatively, a low-cost inflatable dome structure could be installed over an existing outdoor facility to extend its use throughout the year.
- ◆ **Expand Existing Golf Course:** Expanding the existing golf course by adding an additional nine holes and/or a driving range may encourage more play and make the course more attractive to groups organizing tournaments.

- ◆ **Parking Areas with Kiosks:** Kiosks and informational displays are useful tools in generating tourist interest and directing visitors to local business and points of interest. The City has installed a few informational kiosk displays around the City, including at the park near the Aquatic Center and on the north end of First Avenue, entering town. In the future, it may be beneficial to expand this program to include kiosks, and associated parking areas, at the major town entry points on First Avenue, Highway 261, and the I-90 interchanges.
- ◆ **Community Garden:** Although there is not currently a City-owned or operated community garden, there is interest in the community to utilize one of the city's vacant lots for the garden.
- ◆ **Dog Park:** There is not currently a public area where residents and visitors are able to allow their dogs to run off-leash. As a result, it is common for individuals to run their animals off-leash at the Wheat Land Communities' Fairgrounds, in violation of local leash laws. It may be desirable to create a fenced-in dog park where dogs can safely and legally be allowed to run off-leash. The city has empty parcels that could be utilized for such an endeavor and has expressed an openness to partnering with local organizations to establish a dog park on City-owned land on the north side of town, near Haag Fields.



Appendix

Appendix: Ritzville Implementation Action Plan

The implementation actions outlined in this appendix provide direction for City officials to work toward implementation of this plan. This appendix should be re-analyzed and updated every 2-5 years to update completed projects and add new projects on the city's horizon.

Appendix A: Implementation Plan

#	Action	Timeframe	Lead	Land Use	Housing	Transportation	Capital Facilities/Utilities	Parks & Rec	Critical Areas	Economic Development	Climate
1	Amend the Ritzville City Code to make housing development more flexible.	2024	City	x	x				x	x	
2	Implement an emergency alert notification system.	2024	City								x
3	Add the preservation plan element to the city's comprehensive plan, which can include urban design and historic preservation for the city's form and function, subdivision design, street character, and identification and preservation of historic resources, including buildings, sites, and districts.	2025	City	x	x		x			x	x
4	Adopt a comprehensive adaptive reuse program/ordinance to incentivize downtown development and renovation of historic buildings.	2026	City	x	x		x			x	
5	Conduct a solar plus storage feasibility study to explore the potential of solar arrays with battery backups on a variety of city properties to mitigate peak demand and provide publicly assessable areas of availability during power outages and to strengthen emergency services.	2024-2025	City				x				x
6	Assess solar site opportunities.	2024-2025	City				x				x
7	Pre-design review for energy modeling and projected annual energy consumption.	2024-2025	City				x				x
8	Update City general sewer plan to improve water quality and the groundwater through the planning of wastewater collection and conveyance in the City of Ritzville.	2024-2025	City				x				x
9	Partner with Adams County Emergency Management to develop a community wildfire protection plan.	2024-2025	City and County	x			x				x

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#	Action	Timeframe	Lead	Land Use	Housing	Transportation	Capital Facilities/Utilities	Parks & Rec	Critical Areas	Economic Development	Climate
10	Add a mixed use zone to the city's zoning code, allowing for a wide range of commercial and residential flexibility.	2024-2025	City	x	x					x	
11	Add a mixed use planned development option in Ritzville's development code to allow for greater development flexibility in planned developments that support Ritzville's vision.	2024-2025	City	x	x					x	
12	Periodically update the city's general sewer plan, outlining the design, expansion, and maintenance of the current and future community's sewer infrastructure.	2024-2025	City				x			x	
13	Monitor and assess risk of parks and trails for climate-related safety hazards such as floods or slope failures, integrating erosion contrail projects and low-impact trails design.	2024-2026	City	x			x	x			x
14	Partner with Adams County to implement broadband infrastructure throughout the city.	2024-2026	County				x			x	
15	Develop an active transportation plan (including ADA) to help connect people to where they want to go, whether they use active transportation for the whole trip or part of it, such as the walk to a bus stop, the bike ride to work or rolling home from the grocery store.	2024-2027	City			x	x			x	
16	Develop and implement a City Continuity of Operations Plan.	2024-2027	City				x				x
17	Apply for Bee City USA designation to protect pollinators, build community locally and nationally, improve local food production, support small businesses, address pest problems with fewer pesticides, and heighten awareness of biological diversity.	2024-2027	City							x	x
18	Partner with local entities to support a community-wide childcare needs assessment to inform the city's comprehensive plan human services element and the health and learning community center project.	2024-2027	City and Agencies	x	x	x	x				
19	Include the development process in the city's development code update to maintain and provide natural resource space.	2024-2027	City	x				x	x		x
20	Address the development process in the city's park and recreation plan to address open spaces and critical areas.	2024-2027	City	x				x	x		x

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#	Action	Timeframe	Lead	Land Use	Housing	Transportation	Capital Facilities/Utilities	Parks & Rec	Critical Areas	Economic Development	Climate
21	Develop a comprehensive urban forestry program focused on restoration and stewardship that enriches natural areas and the environmental health of the city and citizens, and enhances the built environment.	2024-2028	City	x				x	x		x
22	Strengthen volunteerism with an outreach program to encourage community participation in the planting and caretaking of trees.	2024-2028	City, Tree Board, and Agencies	x			x	x			x
23	Develop a cross-departmental strategic plan to increase tree canopy across the city and provide a canopy coverage goal, proposed timeline, and methods for achieving the goal.	2024-2028	City and Tree Board	x			x	x	x		x
24	Build and strengthen community forestry volunteerism in the planting and caretaking of trees.	2024-2028	City and Tree Board	x			x	x	x		x
25	Update the city's tree inventory survey.	2024-2028	City and Tree Board	x			x	x	x		x
26	Expand tree canopy, support for pollinators, habitat diversity, and native landscaping.	2024-2028	City and Tree Board	x			x	x	x		x
27	Plant more trees and native plants throughout the community, paying attention to low-socioeconomic areas, and informed by tree canopy survey.	2024-2028	City and Tree Board	x			x	x	x		x
28	Research and implement water conservation methods and technologies for the new cemetery irrigation system.	2024-2028	City				x	x			x

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#	Action	Timeframe	Lead	Land Use	Housing	Transportation	Capital Facilities/Utilities	Parks & Rec	Critical Areas	Economic Development	Climate
29	Develop a plan to identify and pursue strategies to increase adaptive capacity to climate change.	2024-2029	City				x				x
30	Develop an Accessory Dwelling Unit program with pre-approved designs for streamlined permitting.	2025-2027	City	x	x					x	
31	Implement multifamily tax exemption to incentivize development of middle housing.	2025-2027	City	x	x					x	
32	Coordinate with regional affordable housing agencies and nonprofits to bring more resources to the at-risk population in Ritzville, such as low-income households and those experiencing homelessness.	2025-2027	City and Agencies	x	x						
33	Develop a bicycle and pedestrian wayfinding plan to provide accurate, clear, and quality information to guide people through a physical environment and enhance their understanding and experience of space.	2025-2027	City			x	x			x	
34	Develop a truck parking plan to properly accommodate trucks using freeways and highways.	2025-2027	City			x	x				
35	Complete periodic airport master plan update for Pru Field in accordance with guidance from the Federal Aviation Administration and map the airport overlay zone as defined by WSDOT guidelines.	2025-2027	City			x	x				
36	Plan a safe, well connected, and attractive bicycle and pedestrian transportation network to encourage active transportation to include lighting, visibility, landscaping, and active uses.	2025-2027	City			x	x			x	
37	Design solar system.	2025-2027	City				x				x
38	Implement the solar plus storage project development plan on identified city properties.	2025-2027	City				x				x
39	Review critical areas ordinance with state agencies to assess if changes are needed to the buffers and protections provided to critical areas to better address climate projections.	2025-2027	City	x					x		x
40	Review required buffers and setbacks for steep slopes vulnerable to erosion exacerbated by climate change, and establish new minimums, if necessary, so the improvements are not required to protect structures during their expected life.	2025-2027	City	x					x		x

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#	Action	Timeframe	Lead	Land Use	Housing	Transportation	Capital Facilities/Utilities	Parks & Rec	Critical Areas	Economic Development	Climate
41	Develop a Parks, Arts, Recreation, Culture, Conservation and Open Space Master Plan.	2025-2027	City	x			x	x			
42	Identify and list city owned facilities and their current users.	2025-2027	City				x	x			
43	Identify all stakeholders and partners that can contribute to the Parks, Arts, Recreation, Culture, and Conservation Plan.	2025-2027	City					x			
44	Inventory all indoor and outdoor shared community spaces including resources, ownership, insurance, etc.	2025-2027	City	x			x	x			
45	Identify areas/jurisdiction alongside Adams County Parks and Recreation District #4 for recreation opportunities with land use, trails, parks, etc.	2025-2027	City					x			
46	Map walkable areas/routes for locals in each neighborhood and identify the unique landmarks in each neighborhood. Encourage multimodal connections between parks and community centers.	2025-2027	City			x		x			
47	Refine community needs and level of service for resource parks, urban parks, trail corridors, community center properties, private parks, and community and neighborhood parks.	2025-2027	City				x	x			
48	Include recreational opportunities for all residents through sufficient and equitably distributed parks, trails, and recreational facilities.	2025-2027	City and Agencies				x	x			
49	Expand recreational programming to reflect community interests.	2025-2027	City and Agencies				x	x			
50	Add the human services element to the next comprehensive plan update to include partnership with schools, businesses, service providers, and other organizations and jurisdictions to maintain and strengthen a human services network that provides food, shelter, job training, childcare and other services residents need to be thriving members in our community.	2025-2027	City	x	x	x	x				

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#	Action	Timeframe	Lead	Land Use	Housing	Transportation	Capital Facilities/Utilities	Parks & Rec	Critical Areas	Economic Development	Climate
51	Develop community forestry plan to include conducting a tree survey to identify the current trees and their health status, working with arborist and/or landscaper to develop a landscaping and tree plan, planting new trees, and providing public education about proper tree management.	2025-2027	City and Tree Board	x			x		x		x
52	Combine the critical resource area overlay and flood management overlay into one critical areas overlay zone.	2025-2027	City						x		x
53	Create evacuation plans and outreach materials to help residents plan and practice actions that make evacuation quicker and safer.	2025-2028	City and County	x			x	x			x
54	Develop and publish evacuation plans and outreach materials that are accessible in different formats include how to evacuate people with limited mobility and without access to a personal vehicle.	2025-2028	City and County	x			x	x			x
55	Develop and implement a program that will enable recycling unwanted or unusable materials such as paper, food, and metal.	2025-2028	City and Agencies				x	x			x
56	Develop targeted campaigns for recycling unwanted and unusable materials.	2025-2028	City and Agencies				x	x			x
57	Identify strategies to conserve water in parks and recreation areas to support water conservation and build resilience to droughts exacerbated by climate change.	2025-2028	City	x			x	x			x
58	Build a strong partnership and plans with Ritzville Public Development Authority, Adams County Development Council, schools, and other community agencies to create marketing materials for living and developing in Ritzville to distribute regionally.	2025-2028	City and Agencies	x	x					x	
59	Revitalize, repair, and complete the Ritzville Pathway and provide signage for walking and biking use.	2025-2028	City				x	x			
60	Provide arts/crafts opportunities for all ages including showcases and opportunities for them to sell or show their artwork at community events or through city-wide markets.	2025-2028	City and Agencies				x	x		x	

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#	Action	Timeframe	Lead	Land Use	Housing	Transportation	Capital Facilities/Utilities	Parks & Rec	Critical Areas	Economic Development	Climate
61	Develop vibrant and inviting public spaces that include gathering areas, public arts, events, and green spaces.	2025-2028	City and Agencies	x			x	x		x	
62	Conduct train horn sound and risk assessment study to identify and implement different types of sound abatement technologies to lower the noise level.	2025-2028	City				x			x	
63	Periodically update the city's water plan to ensure safety, efficiency and sustainability for the public water system and plan for necessary capital improvement updates or expansions.	2025-2028	City				x			x	
64	Implement a bicycle and pedestrian wayfinding plan.	2025-2029	City			x	x	x			
65	Update city facilities to meet current needs and access (ADA, play structures, etc.)	2025-2030	City				x	x			
66	Create and encourage opportunities for local organizations to host events or activities that encourage gathering (place-making).	Ongoing	City								
67	Coordinate funding partnerships with the schools to make sure adequate facilities meet the needs of the growth and development of the community.	Ongoing	City and Schools	x	x					x	
68	Pursue funding and prioritization of transportation improvements via an annually updated transportation improvement program.	Ongoing	City			x	x				
69	Continue to implement the wayfinding plan to increase connections awareness, and activity between the I-90 interchange and downtown Ritzville.	Ongoing	City			x	x				
70	Examine funding opportunities for reconnecting neighborhoods, safe routes to school, and Complete Streets requirements.	Ongoing	City			x	x			x	
71	Implement Complete Streets principles into the roadway designs of residential developments which may include sidewalks, bike lanes (or wide paved shoulders), median islands, curb extensions, narrower travel lanes, roundabouts, or related structures.	Ongoing	City			x	x			x	
72	Identify climate related impacts to the increased aquifers drawdown and competition for water.	Ongoing	City				x	x			x

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#	Action	Timeframe	Lead	Land Use	Housing	Transportation	Capital Facilities/Utilities	Parks & Rec	Critical Areas	Economic Development	Climate
73	Plan and fund water systems for droughts and to reduce water consumption.	Ongoing	City				X	X			X
74	Identify opportunities to use reclaimed water on public properties.	Ongoing	City				X	X			X
75	Expand municipal reclaimed water system and allow onsite non-potable water systems to reduce water demand in private-sector commercial and residential buildings.	Ongoing	City	X			X				X
76	Pursue securing future city water rights.	Ongoing	City	X			X				X
77	Host citywide conservation workshops and/or events that cultivate conservation practices and workshops for citizens such as rainwater catchment, drought-resistant plantings, and zero-scaping. Partner with local agencies such as conservation districts, WSU cooperative extension, and Washington native plant society.	Ongoing	City, Tree Board, and Agencies				X				X
78	Partner with Adams County Emergency Management to plan and implement action steps outlined in the county/city hazard mitigation plan.	Ongoing	City and County				X				X
79	Where appropriate, support retrofitting, purchase, or relocation of structures located in hazard areas, prioritizing those that have experienced repetitive losses and/or are located in high- or medium-risk hazard areas.	Ongoing	City				X				X
80	Purchase generators for critical facilities and infrastructure that lack adequate backup power, including wells, and the wastewater treatment facility.	Ongoing	City				X				X
81	Integrate with the Community Wildlife Protection Plan (CWPP) with Adams County.	Ongoing	City and County				X				X
82	Prepare for climate change with resilient site design and conservation techniques.	Ongoing	City and Tree Board	X			X	X	X		X
83	Maintain no net loss of significant trees within the city over the long term.	Ongoing	City and Tree Board	X			X	X	X		X

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#	Action	Timeframe	Lead	Land Use	Housing	Transportation	Capital Facilities/Utilities	Parks & Rec	Critical Areas	Economic Development	Climate
84	Design city capital improvement projects to preserve trees to the maximum extent possible.	Ongoing	City and Tree Board	x			x	x	x		x
85	Provide information to community residents and property owners to encourage them to plant trees and native drought tolerant plant species on their properties.	Ongoing	City and Tree Board	x					x		x
86	Employ wildlife habitat-friendly practices in designing and maintaining city parks.	Ongoing	City and Tree Board	x				x	x		x
87	Pursue opportunities to enhance and restore degraded wetlands.	Ongoing	City	x				x	x		x
88	Maintain a rich ecosystem supporting a variety of wildlife, as well as opportunities for education and appreciation of native habitats.	Ongoing	City	x				x	x		x
89	Partner with volunteer groups to help maintain parks and trails and replant native vegetation.	Ongoing	City and Agencies	x			x	x	x		x
90	Secure funding to implement watershed plans to determine where such water-storage systems are appropriate and how to balance water needs.	Ongoing	City	x			x	x			x
91	Maintain and expand city owned EV charging stations.	Ongoing	City and Agencies			x					x
92	Seek funding sources and engage the community and local businesses in volunteer projects and sponsorships to expand the capacity of staff and funding for arts, culture, and recreation programming.	Ongoing	City and Agencies	x				x		x	
93	Synthesize the function and need of local community organizations (mission, connection, with other organizations, how to volunteer and/or support those organizations) and work together to increase recreational capacity.	Ongoing	City and Agencies					x			

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#	Action	Timeframe	Lead	Land Use	Housing	Transportation	Capital Facilities/Utilities	Parks & Rec	Critical Areas	Economic Development	Climate
94	Research federal and state funding opportunities for recreational plan development and implementation.	Ongoing	City								
95	Support current indoor and outdoor community programs.	Ongoing	City and Agencies				X	X		X	
96	Utilize the City Parks and Recreation Committee to work in tandem with the Adams County Parks and Recreation Commissioners to identify community needs contribute to a parks and recreation plan.	Ongoing	City and County				X	X			
97	Produce and distribute a yearly calendar/seasonal catalog of events, programs, and activities.	Ongoing	City and Agencies				X	X		X	
98	Provide visible “community connections” alongside yearly planned events to encourage all partners and volunteers to participate.	Ongoing	City and Agencies				X	X		X	
99	Support and encourage local individuals and small businesses that provide recreation, arts, culture, and conservation programs.	Ongoing	City and Agencies				X	X		X	
100	Support the development of cultural infrastructure and venues such as cultural centers, urban parks, festival streets, and plazas that accommodate diverse cultural activities and anticipate future community growth.	Ongoing	City and Agencies				X	X		X	
101	Encourage accessible and inclusive learning environments for artists at all levels and ages throughout the city and actively fill gaps in public art education.	Ongoing	City and Agencies				X	X		X	
102	Work and contract with partner agencies, businesses, and individuals to enhance the diversity and availability of recreation classes.	Ongoing	City and Agencies				X	X		X	
103	Partner with community groups to host quarterly community events that utilize the Ritzville walking path (turkey trot, spring spoke & saunter, winter walkathon, summer biking bonanza).	Ongoing	City and Agencies				X	X		X	

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#	Action	Timeframe	Lead	Land Use	Housing	Transportation	Capital Facilities/Utilities	Parks & Rec	Critical Areas	Economic Development	Climate
104	Update the city capital improvement plan on a yearly basis for planning and budgeting capital improvements.	Ongoing	City	x		x	x	x			x
105	The city and its Tree Board will connect with Eastern Washington Department of Natural Resources, Spokane Conservation District, Adams County Conservation District, and WSU Cooperative Extension to inform urban forestry, equity, accessibility, and landscape design for best practice conservation.	Ongoing	City and Tree Board	x				x			x
106	Continue to implement the city's wayfinding plan.	Ongoing	City			x	x	x			
107	Support Chamber of Commerce, Adams County Economic Development, and Ritzville Downtown Development Association efforts that attract visitors and businesses.	Ongoing	City and Agencies							x	
108	Partner with the Ritzville Public Development Authority (RPDA) to facilitate economic development for projects such as tenant improvement work for existing office space on the second floor of the RPDA building.	Ongoing	City and RPDA							x	
109	Support year-round events, festivals, and activities that invite tourism.	Ongoing	City and Agencies							x	
110	Operate city-owned facilities such as the golf course and advertise those recreation opportunities to encourage tourism.	Ongoing	City				x			x	



CITY of

Ritzville
WASHINGTON