

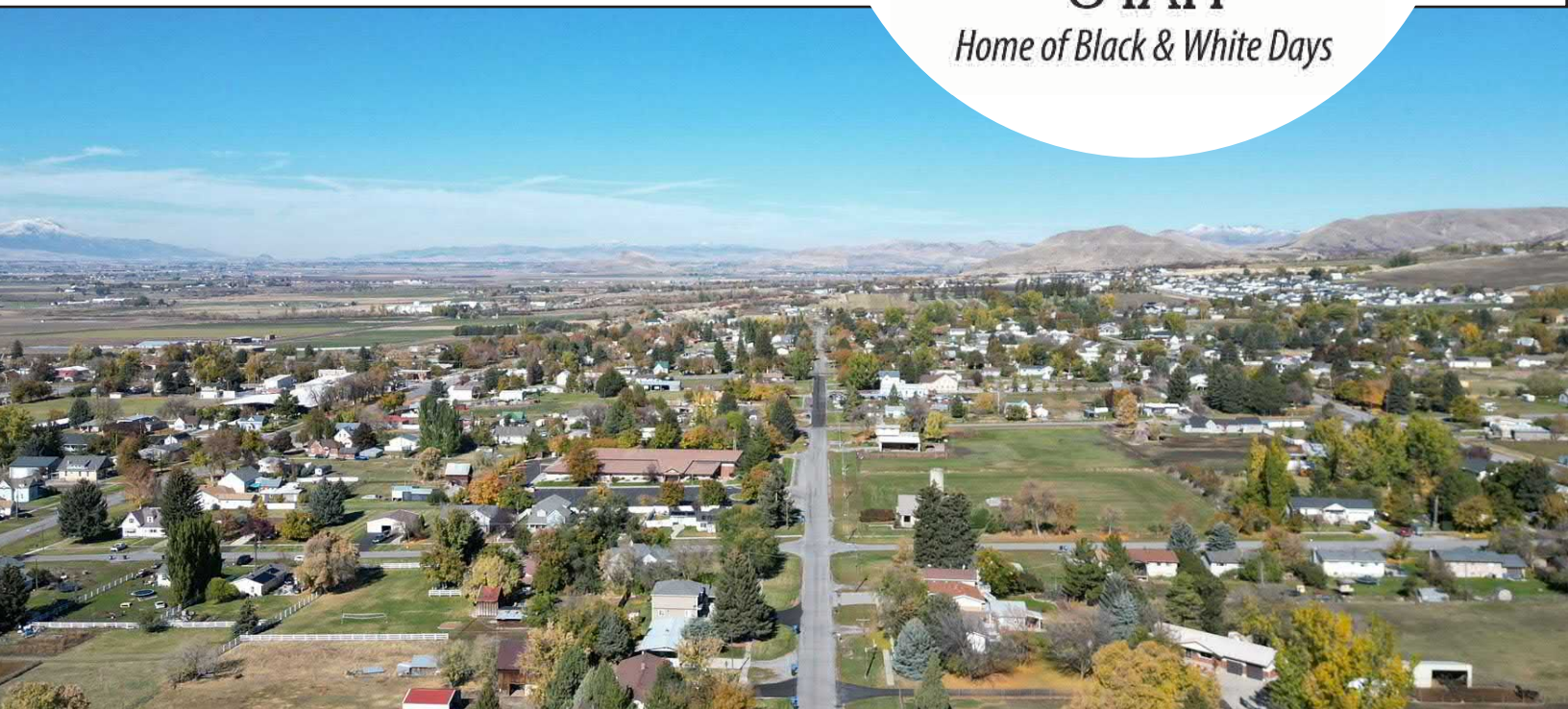


## 2023 GENERAL PLAN



**RICHMOND**  
— UTAH —

*Home of Black & White Days*









# ACKNOWLEDGEMENTS

This plan was made possible with the engagement of a steering committee, involvement from community members, and the dedicated assistance of the following people:

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# EXECUTIVE SUMMARY

This plan is an update of the 2013 Richmond General Plan made possible by a Technical Planning Assistance grant from the Utah Department of Transportation. It is an important planning document that guides future land use decisions in keeping with community values. As a long-range plan, it provides broad goals for Richmond's future and specific objectives for implementation. The General Plan encompasses other City plans and was updated in consideration of other local and regional planning efforts that have taken place or are in progress.

In compliance with Utah Code Section 10-9a-401, the 2023 General Plan addresses four primary topics:

- 📌 Moderate Income Housing
- 📌 Land Use, Parks, and Trails
- 📌 Transportation
- 📌 Water Conservation

Future goals and objectives for these topics are grounded in a review of community characteristics – the history of Richmond, the City's mission and vision for the future, community values, and demographics (Chapter 2). Preserving Richmond's small-town character is a top priority for residents, who value the safety, quiet, and friendliness of neighborhoods and businesses in town. This is reflected in Richmond's mission statement, "To foster a healthy partnership between residents, businesses, and government to develop Richmond in harmony with its agricultural heritage, history, and sense of community."

Following economic changes and public response to the COVID-19 pandemic in 2020, Utah experienced unanticipated changes. Residents and property owners in rural communities like Richmond were amazed as demand for real estate drove property values to record highs, exacerbating the ever-present need for affordable and moderate-income housing. Single-family residential housing is the community's preferred housing option but has become unaffordable for many seniors and young adults who wish to stay in the community. In response, Richmond has identified a need to facilitate and support new development and redevelopment of multi-family and other housing options at a higher density. Updates to the future land use and zoning maps can enable these changes for the future.

Richmond values its historic buildings, and renewed efforts will ensure that they remain functional and are preserved and/or restored for future use. The community would also like to preserve and protect sensitive areas while





# EXECUTIVE SUMMARY CONTINUED

providing more opportunities for open space. Future development plans should be consistent with community goals for open space and trail connections/improvements identified in the Trails Master Plan that was in progress at the time the General Plan was updated.

Transportation in Richmond is centered around two vehicular corridors – Highway 91 and Main Street – with the highway serving as a commercial corridor to travelers and passersby and Main Street providing access to local services such as the Richmond City Library and US Post Office. Improvements to existing sidewalks and construction of new sidewalk connections are top priorities for future development. The community also expressed a strong need for safe pedestrian crossing of Highway 91 for residents and school children. This is supported by a crossing study conducted by Cache County that was in progress at the time this plan was updated.

Richmond's residents are very supportive of planning for future water needs, including considering alternative uses for treated wastewater and stormwater. Incentives should be developed to encourage water conservation with new development and redevelopment. Community input indicates that most residents are willing to implement water conserving devices if they are available at little or no cost. In addition, there may be opportunities to collaborate with nearby Utah State University and apply for funding in support of water conserving devices and community education/outreach.

Goals, objectives, and strategies for implementation of the 2023 General Plan are presented in Appendix A. The plan also includes updated maps in support of each topic addressed above. The maps are intended to provide a useful tool for the City's evaluation of future development by illustrating the relationships between key features. When used together, the planning document and maps will guide future land use decisions in keeping with Richmond's community values.





# INTRODUCTION

## PURPOSE OF THE GENERAL PLAN

Utah cities must prepare and adopt a long-range general plan in accordance with Utah Code Section 10-9a-401. A general plan, sometimes referred to as a “master plan” or “comprehensive plan,” provides a guide to the community for making land use decisions and is a reflection of community values.

At the large-scale level, a general plan describes how a community wants to grow – where the community would like particular land uses or activities to take place. The plan covers areas within city limits as well as land anticipated to be annexed to the city in the future (planning area).



Lee's Marketplace Groundbreaking

At a detailed scale, a general plan provides direction for decisions made by the jurisdiction every week – where to focus infrastructure improvements to streets, sidewalks, electric substations and public buildings or sites and whether to approve individual development applications. The cumulative effect of such decisions has a significant impact on the shape of the community and the quality of life of its residents.

A General Plan is also the document that encompasses other city plans, such as transportation, parks and trails, water, sewer, and others. It is a valuable tool to guide zoning, budgeting, capital improvement decisions and policymaking. (Richmond General Plan 2013).

Richmond's previous general plan was approved in December 2013. Due to changing conditions that occur in communities over time, it is important for a general plan to stay up-to-date and responsive to current and anticipated





future needs. In 2022, sections of Utah State Code concerning general plans and required content were amended. The same year, the City of Richmond was awarded a Technical Planning Assistance grant from the Utah Department of Transportation (UDOT) to update the 2013 General Plan. J-U-B Engineers Inc. (J-U-B) was contracted to assist with the general plan update, which included a review of the 2013 plan, other regional plans affecting Richmond, and current State Code requirements. The update also included substantial public input and involvement in updating community goals, objectives, and strategies for Richmond.

Richmond has accomplished many of the goals that were set in the 2013 General Plan. These include but are not limited to:

- Adoption of a Moderate Income Housing Plan update in 2019
- Adoption of a Parks, Recreation, and Open Space Master Plan in 2022
- Adoption of development standards for all parks, trails, and open space by ordinance.
- Identifying areas for future parks and construction of a new park, White Pine Park, in 2022.
- Providing educational resources for low and moderate-income residents.





# REGIONAL AND CONCURRENT PLANNING EFFORTS

General plans are utilized by other cities and counties in Utah for short- and long-term planning, including Cache County in which Richmond is located. Many other agencies and groups also utilize general or master plans to guide future growth and development. In order to avoid duplication of work, maximize efficiency, and leverage partnerships, it is important to recognize the ongoing planning efforts of others in the region and coordinate planning efforts as much as possible.

## REGIONAL PARTNERS IN PLANNING

Bear River Association of Governments  
Bear River Land Conservancy  
Cache Valley Transit District  
Cache County  
UDOT

The following is a list of recent and ongoing regional planning efforts that may provide additional support, valuable opportunities for cooperation and coordination, and planning documents that are relevant to Richmond's General Plan update.

### **CROSSING STUDY**

The City worked with Cache County, Utah Department of Transportation and Alta Planning + Design to identify improved east-west crossings of Highway 91. The study evaluated potential crossings, identified top priorities, and provided concepts for crossing designs. This plan was received by the City Council and adopted by reference in February 2023.





## TRAILS MASTER PLAN

The City of Richmond worked with Cache County and the Bear River Association of Governments to create a joint master plan for current and future trails. The Trails Master Plan was in progress at the time of the 2023 Richmond General Plan update. The Trails Master Plan is intended to meet the needs of local residents for the next 20 years.

## WATER MASTER PLAN UPDATE

An updated Water Master Plan was in progress at the time of 2023 Richmond General Plan update. The purpose of updating the Water Master Plan is to review the present and future demands to the system and project future needs. The update will examine existing water rights as well as culinary and irrigation practices and policies. As a result, recommendations will be provided on infrastructure improvements and changes to the operations and maintenance of the system.

## CACHE VALLEY TRANSIT DISTRICT (CVTD)



The CVTD was in the process of developing a long-range plan involving Richmond at the time the 2023 Richmond General Plan update took place. The CVTD provides bus service connection to Richmond from Preston, Idaho, to Hyrum, Utah.

The primary focus of the 2018 short-range study was to improve efficiency of service delivery and effectively meet the transit needs of the community. CVTD conducted this plan to meet the unmet transportation needs in the Cache Valley and between the Cache Valley and other nearby counties. According to the plan, Route 15 USU-Smithfield-Richmond provided the most passenger trips among regional connector routes. The plan identifies a future park and ride location in Richmond at 135 West Main Street.

## CACHE COUNTY GENERAL PLAN



Cache County was in the process of updating its 1998 General Plan at the time the 2023 Richmond General Plan update took place. The Cache County plan was designed to guide the future actions of the County and address elements such as land use, housing, water, and infrastructure. In addition to updating the general plan, planning included the following documents: Regional Collaboration Plan, Urban and Rural Areas Assessment Plan, and Cost of Services Plan.



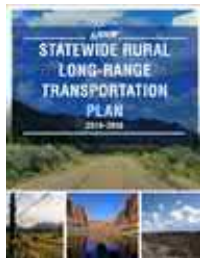


## PACIFICORP (ROCKY MOUNTAIN POWER) INTEGRATED RESOURCE PLAN (IRP) 2021



The 2021 IRP outlines PacifiCorp's vision for the west between now and 2040 and sets a path to continue growth into a grid powered by clean energy. The plan was developed with comprehensive data analysis and stakeholder input; upon implementation the plan results in a 74% reduction of greenhouse gas emissions from 2005 levels by 2030. Projects identified include reinforcement of high voltage transmission and solar storage projects for Utah outside of Cache Valley.

## UDOT STATEWIDE RURAL LONG RANGE TRANSPORTATION PLAN



The 2023 update of the Statewide Rural Long-Range Transportation Plan (LRP) provides the basis for decisions about roadway improvements and funding allocations through 2050 in rural parts of the state. In developing the LRP, the Utah Department of Transportation considered the state's evolving transportation needs. Projects identified in the LRP include widening of US-89/US-91 through Sardine Canyon from two to three lanes. This highway is a major transportation route from the greater Salt Lake City area northward towards Richmond.





# COMMUNITY INVOLVEMENT

In June 2022, the general plan update process was initiated at a regular meeting of the Richmond Planning and Zoning Commission, with members of City Council also attending. The consultant team reviewed requirements of the UDOT grant and Utah State Code for general plans. Following the meeting, input was solicited from all City Council Members and Planning and Zoning Commissioners regarding important issues or concerns on the following topics:

- 📍 Housing
- 📍 Land use, parks, and trails
- 📍 Transportation, traffic, and public transit
- 📍 Water use, demand, and conservation



## COMMUNITY OPEN HOUSE

In June 2022, the City hosted a community open house to solicit public input on updates to the Richmond General Plan. The open house was advertised on the Richmond Facebook page and distributed via the citywide notification system. In addition, posters about the open house were posted in town at local businesses, city buildings, and the post office.





The event was a drop-in style open house. Printed materials including a description of a General Plan, project schedule, and a copy of the 2013 Richmond General Plan were available. Attendees were directed to move around the room past activity stations with posters on four main topics: housing, land use, transportation, and water. Attendees were provided with dot stickers to place next to issues/concerns most important to them. The number of dot stickers was not limited, and some attendees were provided additional stickers while others had stickers left over. City of Richmond and J-U-B staff were present at each poster to answer questions.

The final station in the room provided an opportunity for attendees to complete a comment card on any topic or issue they felt was important. In total, 45 people attended and signed in, and 16 completed comment cards.



## STEERING COMMITTEE

A steering committee was convened in July 2022 to engage various community members in the process to solicit their support in identifying goals and objectives. Committee members were provided with a summary of general plan content required by state statute and a summary of feedback and priorities identified at the public open house. Following a review of this information and with these priorities in mind, the committee identified general goals and specific objectives related to the four primary topics of the general plan – housing, land use, transportation, and water.

The committee reconvened in November 2022 to review existing community conditions and results of the public and stakeholder surveys, below. The goals and objectives from the first steering committee meeting were refined and ranked in order of priority with strategies for implementation. The results are summarized in the following chapters of this plan, and a detailed implementation matrix can be found in Appendix A – Goals, Strategies, and Implementation Matrix.





## PUBLIC SURVEY

A public input survey was conducted for two weeks in September 2022.

The two-part survey was made available in an online format and a hard-copy format that the public could complete and submit at City Hall. The survey consisted of two parts and included questions based upon citizen feedback received at the open house. Part 1 of the survey consisted of 12 questions about housing, land use, parks, and water and received 303 responses from participants. Results are summarized by topic in the following chapters of the general plan. Part 2 of the survey included 12 interactive map questions about land use, housing, and transportation; these questions received 120-180 responses because some respondents did not answer all questions. Results of Part 2 are summarized in individual maps illustrating location points for each response (Appendix B – Public Survey Map Results).



## STAKEHOLDER SURVEY

During the same period, a separate survey was sent to over a dozen stakeholders in the community representing agencies or businesses in and around Richmond. This survey was focused on identifying services provided by or used by stakeholders, present and future needs, economic development, the impact of growth on these entities, and how Richmond can mitigate any negative effects by planning proactively (Appendix C – Stakeholder Survey Results).





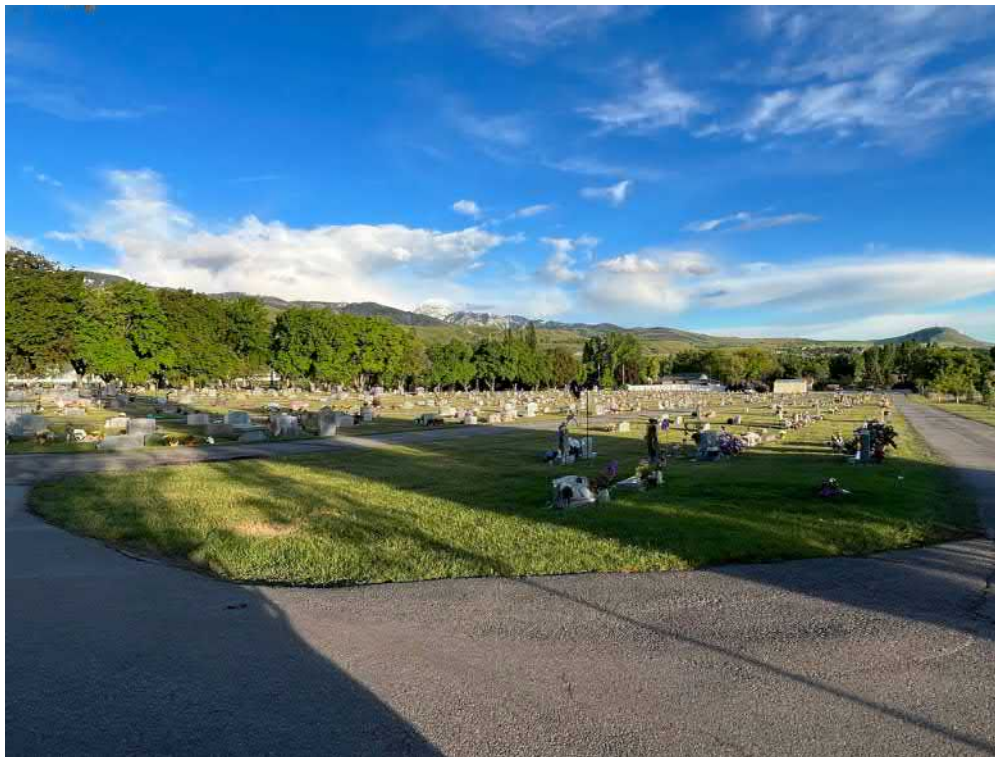
# COMMUNITY

## HISTORY

Long before Euro-American settlers came west, the Shoshone-Bannock Tribe called northern Utah home. The Shoshone-Bannock were a nomadic people who traveled with the seasons throughout the Great Basin land of Southern Idaho and Northern Utah.

In 1859, John Bair camped at Brower Spring on the southwest boundary of Richmond. John Bair was a Native American interpreter for Brigham Young who had developed good relations with the local Shoshone Tribe. Other pioneers soon joined him in the area, and upon Young's encouragement, created a permanent settlement in Richmond.

Among Richmond's early industries were a shingle mill, gristmill, sawmill, and the Richmond Co-operative Mercantile Store, built in 1866. Cache Valley is renowned for its cattle and dairy industry, and Richmond boasted the first creamery in the area. Richmond became an incorporated city on February 26, 1868. Within 5 years of the first settlements, residents constructed a fort, irrigation canals, a school, and a post office. To celebrate its successful dairy heritage, Richmond started the Black and White festival in 1912 and it has been a beloved tradition ever since. The event is held each year in May and draws exhibitors from throughout the Intermountain West.





# MISSION AND VISION STATEMENT

In November 2022 the City Council reviewed and accepted revisions to Richmond's mission and vision statements. A mission statement defines an entity's core values and purpose – what it does, whom it serves, how, and why. A vision statement describes a future position - what is desired and which problems to solve.

*Richmond's mission is to foster a healthy partnership between residents, businesses, and government to develop Richmond in harmony with its agricultural heritage, history, and sense of community.*

*Richmond's vision is to maintain and improve infrastructure (sewer, water, streets, sidewalks, trails, and parks) and add to the commercial, industrial, and manufacturing base in harmony with the strong agricultural base. Richmond is committed to providing sound fiscal public services that ensure a safe, attractive, and viable community for all to enjoy.*





## COMMUNITY CHARACTER



A consistent theme expressed throughout the planning process from Planning and Zoning Commissioners, City Council, stakeholders, and the public was the importance of preserving small-town character. Richmond residents love the city for its family-friendly atmosphere, small size, and quiet atmosphere compared to larger cities in the region. In fact, the top three words survey respondents used to describe Richmond were safe, quiet, and clean. Following closely were family-oriented, friendly, rural, and neighborly. These words generate imagery associated with neighborhood and community character that can be impacted (strengthened or weakened) by various land uses and development standards. Preservation and support of these community characteristics should be considered with the future planning and development of Richmond.





## FAMILY SIZE

According to the 2020 census, the average family size in Richmond is 3.62 persons per family which is slightly higher than the Utah average of 3.51. This has also slightly increased since the 2010 census which showed Richmond City having an average household size of 3.3 people. (U.S. Census Bureau)

## POPULATION

As of 2020, 2,914 people call Richmond home, 54 of which are of Hispanic or Latino descent (Table 1). In Richmond, 1.8% of the population are foreign born. The median age of a resident is 33.6 and 10.6% of the population is 65 years and older. (U.S. Census Bureau) Richmond has a density of 833.7 people per square mile (Census Reporter)

**Table 1**

	Richmond City	Utah
Total Population	2,914	3,271,616
Foreign Born Residents	1.8%	7.3%
Non-English Speaking Households	3.0%	15.3%
65 Years and Older	10.2%	11.6%

## MEDIAN INCOME

The median household income of Richmond is \$67,411 which has significantly increased since 2010 when the city's median household income was \$56,330. However, it is below the state-wide average of \$79,449. Poverty data is available from the U.S. Census Bureau. Data from 2020 includes the following statistics:

- 📍 6.2% of the population lives in poverty
- 📍 7.7% of residents under 18 experience poverty
- 📍 6.1% of residents aged 18-64 live in poverty (U.S. Census Bureau)





## COMMUTING

The average travel time to work is 20 minutes, which indicates that residents are driving to nearby communities for work and to run errands that they cannot fulfill within the city. Residents must commute to Logan for major shopping centers and stores such as Walmart and Costco. The most common form of transportation in Richmond City is a personal vehicle at 89%. Only 2.5% of residents commute via walking, 1.1% use a bicycle, and 0.7% use public transportation. For serious medical care, residents commute to Logan, Utah, or Preston, Idaho, to access a hospital.

## WORKING CHARACTERISTIC

Richmond has an employment rate of 70% which is above the Utah state employment rate of 66%. 26.7% of working residents are local, state, or federal government employees. This is above the state average of 15%. The largest employing industry is educational services, health care, and social assistance with 28.7% of the civilian employed population, followed by manufacturing with 22.4%. (US Census Bureau) Health care employers within the city include an Urgent Care and a Pharmacy located off Highway 91. Educational employers are North Cache Middle School and White Pine Elementary School.





# MODERATE INCOME HOUSING

## EXISTING CONDITIONS

The Richmond City Moderate Income Housing Plan was updated in 2019 with assistance from Cache County and the Bear River Association of Governments, pursuant to Sections 10-9-307 and 10-9-403 of Utah Code. The plan is intended to help encourage a variety of housing for those with low-to-moderate incomes in cities and towns. Moderate Income Housing can include a variety of housing types, including single-family homes, townhomes, and apartments. Affordable housing residences can be well designed, blend with surrounding development, and provide essential living accommodations for people in various life stages. For example, townhomes and apartments can provide excellent housing for older residents who are looking to downsize and no longer want the responsibility of caring for a large yard. Likewise, and specific to Cache County, young families and individuals attending college can live in smaller communities like Richmond if affordable housing is available. (Richmond City Moderate Income Housing Plan, 2019)

**Table 2**

	Richmond City	Utah
Median Gross Rent	\$761	\$1,208
Homeownership Rate	79.8%	69.7%
Total Housing Units	913	1,151,414
Occupied Housing Units	891	1,057,252

According to census data, as of 2020 the City of Richmond had 913 total housing units (Table 2). The population has been steadily increasing and is expected to grow at around 15% per decade into 2030. The population is also getting older, and those 55 and older are expected to make up most of the population by 2035. By following guidelines laid forth in the Moderate Income Housing Plan, older residents with fixed income are more likely to obtain adequate housing. Currently, options for moderate-income housing in Richmond consist primarily of manufactured homes. Complicating the issue of affordable housing is the fact that very little area in Richmond is zoned for multi-family use. Multi-family housing tends to consist of higher density housing options in a more affordable price range compared to single-family homes. A limited supply of multi-family housing options makes it difficult to adequately serve populations who cannot afford the rising cost of housing. (Richmond City Moderate Income Housing Plan)





# ISSUES OF IMPORTANCE

Feedback received at the public open house clearly highlighted four issues of importance on the topic of housing:

- 📌 Identifying areas best suited for community growth
- 📌 Creating a program to transfer development rights for housing
- 📌 Increasing supply of senior housing options
- 📌 Increasing diversity of housing options

What <b>HOUSING</b> issues are important to you?	Votes
Identifying areas best suited for community growth	22
Creating a program to transfer development rights for housing (Preserves low-density in “sending districts” in exchange for increased density in “receiving districts”)	13
Increasing supply of senior housing (low maintenance, assisted living, full care)	9
Increasing diversity of housing options (single family, duplex, multi-family, manufactured home parks)	7
Increasing supply of middle-income housing	5
Increasing the supply of rental units	5
Rezoning to facilitate/incentivize housing development	5
Increasing supply of low-income housing	4
Increasing the supply of accessory dwelling units	3
Redevelopment of other land uses into housing	3
Amending land use regulations to permit more types of housing	3
Increasing the supply of housing for families	2
Increasing the supply of housing for first-time homebuyers	2





What <b>HOUSING</b> issues are important to you?	Votes
Implementing incentives to increase population density	2
Improving public perception of housing options	1
Reducing parking requirements to increase buildable area	0
Utilizing subsidies (providing financial assistance) or other revenue to waive construction-related fees	0
Creating a land-trust program for moderate income housing	0

Many comments cited a need for life-cycle housing to provide a variety of local housing options for people in different stages of life: singles, young families, empty nesters, and seniors. Some comments specifically requested senior housing near the grocery store and limiting multi-family housing to single-level height. Others commented that more low-mid income and multi-family housing options – including permitting of tiny homes—would be desirable. Public response to reduction of parking requirements, subsidizing construction-related fees, and creating a land-trust program indicated that these were of low importance to the community or not a popular method to address housing needs.

As part of the General Plan update, questions about Richmond’s moderate-income housing were included in the public survey. When surveyed about the type of housing most needed in Richmond, respondents overwhelmingly identified a desire for more small-lot, single-family homes. Map-based questions revealed that survey respondents would like to see this type of housing developed to the east and west of Highway 91, between 100 N and 300 N Streets. Senior living communities and duplex or townhome housing also received a large number of votes for desired housing, but to a much lesser degree than small-lot single family homes. Apartments, tri-plex, quad-plex, and assisted living received the least votes, as did accessory dwelling units and large-lot single family homes.

## LOOKING AHEAD

Land use planning provides a foundation for zoning, which in turn can determine location and types of housing permitted. Zoning is a useful tool to create opportunities for specific types of housing. Richmond is fortunate in that it





possesses suitable areas within city limits to develop additional housing for current and future needs – land with access to city streets, water, and sewer infrastructure. The primary housing types desired (small-lot single-family, senior living, duplex/townhome) can be integrated across the community if permitted by zoning and subdivision codes. The Moderate Housing map in this plan illustrates how proximity to services like the library, senior center, church, and grocery store can create demand for housing in specific areas. When developed, these become well-connected, walkable neighborhoods. In order to preserve the small-town feel of existing neighborhoods, new development of high-density housing should be encouraged in conjunction with commercial corridors. This facilitates convenient proximity to public transportation, shopping, and other daily needs while encouraging low to medium density development in remaining parts of town.

## GOALS AND OBJECTIVES

1. Encourage and facilitate opportunities for higher density housing development.
  - a. Allow density bonuses in conjunction with open space dedication to preserve development potential.
  - b. Review and amend Richmond zoning map and/or code to meet the need for additional moderate-income housing units within the next five years.
2. Provide and support opportunities for affordable and diverse housing types within the Richmond city limits.
  - a. Encourage and support development of smaller houses to increase housing density.
  - b. Encourage and support development of various multi-family housing options such as townhomes, duplexes, tri-plexes, and quad-plexes in higher density residential neighborhoods.
  - c. Disperse multi-family housing, do not concentrate it all into one area.
  - d. Consider limiting acreage of planned unit development.
  - e. Permit multi-family triplex and quad-plex in specific zones. Specify zone for multi-family but limit to triplex and quad-plex.
  - f. Maintain zoning policy to support mixed use developments that include housing.














- g. Limit density of PUDs. Review and revise zoning code to provide density guidelines for PUDs.
  - h. Maintain zoning code limits on building height (35') to preserve Richmond's small-town character.
- 3. Provide and support opportunities for senior housing within the Richmond city limits.
  - a. Encourage and facilitate small lots and an attractive, low maintenance landscape.
  - b. Maintain zoning code standards to ensure a minimum distance between buildings to support a neighborhood feel.
  - c. Review and amend zoning code to provide a balance of living units with open space.
  - d. Review zoning code to permit inner block development subject to development standards and available infrastructure.
- 4. Identify areas most suitable for growth and housing development.
  - a. Prioritize development of higher density housing near Cache Valley Transit District routes and stops.
  - b. Prioritize areas with existing infrastructure – streets and utilities.
  - c. Prioritize infill of vacant lots and properties for redevelopment and identify standards for infill development.
  - d. Prioritize areas that promote a walkable community - within walking distance of church, stores, school, community and rec centers, and trails.
- 5. Investigate the feasibility of managing a program for the transfer of development rights to encourage development of higher density housing where city services are available and preserve open space and agricultural lands.
  - a. Identify City department/personnel to manage Transfer of Development Rights program.
  - b. Identify sending and receiving areas.
  - c. Educate residents and developers.





# MODERATE INCOME HOUSING

Richmond General Plan Update 2023

-  Bus Stops
-  Community Center
-  Doctor/Medical
-  Grocery
-  Places of Worship
-  Public Libraries
-  Schools
-  ¼ Mile Services Buffer
-  Parcels > 1 acre within the Mixed Use Overlay

142

MAIN ST

91

200 W

1200 E

11800 N

0 0.25  
Miles



RICHMOND, UT



J-U-B FAMILY OF COMPANIES



# LAND USE, PARKS, & TRAILS

## EXISTING CONDITIONS

### ZONING

Richmond is centered around two corridors that greatly affect land use. The first is the north-south corridor of State Highway 91. This highway is the primary route for residents entering and exiting Richmond, as well as for through-traffic. A significant portion of adjacent property is zoned Highway Commercial where land uses consist of a variety of commercial businesses. Residential development, agricultural land, and North Cache Middle School occupy the remaining highway corridor within city limits. The second corridor is the central business district surrounding Main Street. Several of Richmond's historic buildings are located in this area, as well as public services like the library and post office. Beyond these corridors, remaining parts of the city consist primarily of low-density, single family residential uses, with agricultural lands occupying the fringe of city limits.

Proximity to nature is a leading draw to communities throughout the state of Utah. According to Utah State University, 2.5 million Utah residents partake in outdoor recreation each year (Utah State University). Residents of Richmond enjoy beautiful views of the nearby hillsides and easy drives to recreation areas such as Cherry Peak Ski Resort in the mountains east of town. Two streams run through town – Cherry Creek and City Creek – both of which are in a regulatory floodplain. The city utilizes a sensitive lands overlay to restrict development in floodplains, areas with unstable soils, and other environmentally sensitive areas. The current city zoning map does not have a designated zone for open space but does include a park zone and two agricultural zones which provide open space. Most agricultural land is located around the periphery of the city.





## PARKS & TRAILS

The city's Future Land Use Map was adopted as part of the 2013 General Plan. It calls for a future park area at the northeast end of town and three smaller parks at the western and southern peripheries of the city. The city adopted a Parks, Recreation, and Open Space Master Plan in December 2013 that included a current level of service, park inventory, needs analysis, planning maps designating for future parks and trails, and goals and objectives for accomplishing the plan (2013 Parks Plan). Since adoption of the 2013 General Plan, standards of development have been adopted for all parks, trails, and open space in the city. Richmond currently owns 29 acres of park land, 28 of which are developed.

Richmond currently has three city parks. Richmond City Park

is between West Main Street and West 100 South. The Nature Park is located at 350 South 300 East. The newest park is White Pine Park located on the northeast corner of 300 North and 300 East. The project was funded with Recreation, Arts, Parks, and Zoo Tax Funding. A ribbon cutting ceremony was held in September 2022. Several subdivisions also have private parks for their residents to use.



The new Richmond Trail Master Plan will help guide strategic investment in sidewalk connectivity, trail development, and other outdoor recreation amenities to further connect the community, provide safe and functional routes within town and enhance the quality of life for residents and visitors. Cache County and Bear River Association of Governments





have guided the city in conducting open houses, surveys, and stakeholder interviews to identify needs and trail priorities. The plan will be adopted by the city in spring of 2023.

## ISSUES OF IMPORTANCE

Residents of Richmond identified six major issues of importance related to land use at the public open house event:

- 🌿 Preserving a rural or small-town community character
- 🌿 Providing more opportunities for open space and recreation
- 🌿 Identifying areas that should be protected, preserved, or conserved
- 🌿 Preserving historic buildings
- 🌿 Expanding and/or improving city parks
- 🌿 Limiting development of sensitive areas like wetlands, floodplains, and other hazardous areas

What <b>LAND</b> issues are important to you?	Votes
Preserving a rural or small-town community character	40
Providing more opportunities for open space and recreation	24
Identifying areas that should be protected, preserved, or conserved	20
Preserving historic buildings	18
Expanding and/or improving city parks	16
Limiting development of sensitive areas (wetlands, floodplains, and other hazardous areas)	15.5*
Adopting hillside development standards	10.5*
Providing new city parks in conjunction with new residential development	10
Encouraging infill development of vacant lots	8





What <b>LAND</b> issues are important to you?	Votes
Encouraging development near existing infrastructure	8
Identifying areas most likely to develop and annex into the city	6
Identifying areas suitable for higher density development	6
Enforcing adopted standards	5
Providing more opportunities for mixed use zones	5
Providing more opportunities for commercial development	5
Simplifying zoning standards	2
Updating subdivision and development standards	2
Providing more opportunities for industrial development	2

Land use issues are a prominent community concern and residents commented on a broad range of land use issues – the need to draft an annexation plan and map, to eliminate the use of overlay zones, to use zoning to accommodate multi-family housing and to address concerns about growth. Still other concerns were focused on redevelopment of downtown to include mixed use and infill development to avoid sprawling growth patterns. Residents also identified a need for more parks, trees, connectivity of recreational trails, and maintenance. According to survey responses, the community prefers that motorized recreational trails be located east of Richmond in areas where topography is more varied and elevation increases.

Public survey results provided important data regarding the use of current city parks (Appendix B – Public Survey Results). The majority of respondents visit city parks because they are close to home and provide playgrounds, picnic tables/pavilions, and trees/shade. Residents prefer new nature parks in addition to small or medium sized parks. To a lesser extent, other survey respondents feel that no more parks are needed or should be regional parks shared with other communities. When asked what type of park improvements are most desired, almost half of all respondents chose new/upgraded restrooms and drinking fountains. These facilities received twice as many votes as other park amenities like seating, pavilions, athletic fields, natural areas, trash receptacles, and playgrounds. Pickleball and splashpads were frequently mentioned by those who





selected “other” desired parks and amenities. Creating linkages to parks and trails helps preserve Richmond’s small-town atmosphere by providing access to natural amenities and open space. Defining a trail system throughout the city will make for a walkable city and a city rich with recreational opportunities.

Richmond residents value their historic resources and are eager to preserve and adaptively re-use their historic sites. The size, scale and character of older buildings offer pedestrian friendly areas and are reminiscent of the city’s rich past. The Richmond Public Library (1914) is one of the few Carnegie libraries still serving as a library. The Relief Society Building (built in 1880) was restored in 1997 after serving as a meeting house, schoolhouse, history museum, and a repair shop. Although the Richmond Interurban Depot no longer serves the railroad, the exterior was preserved and it is now a cafe. Visitors enjoy seeing authentic community history, either by experiencing historic buildings and sites, or reading interpretive materials, walking tours or visiting museums.



## LOOKING AHEAD

Cities and counties across Utah benefit from the Certified Local Government program administered by the Utah State Historic Preservation Office. This program requires formation of a commission, established in City Code, and





enables access to annual grant funding for education and interpretive purposes. Joining the Utah Main Street Program is another option for consideration by Richmond, as the Main Street Program objective is to help “communities revitalize their economy, appearance, and image of downtown commercial districts. They do this by building a strategy centered around a community’s unique heritage and attributes that make it a great place to live and visit.” (Utah Department of Cultural and Community Engagement) The future land use map (FLUM) of this plan utilizes broad land use categories to identify the general location of future land uses. Each land use category may include multiple zoning designations if those zones are consistent with the purpose and intent of the category. The following categories encompass the desired future of lands within Richmond city limits.

#### **Agriculture Industrial**

Purpose: To provide opportunities for agriculture-related support businesses and support Richmond’s ag-based economy.

Location: Areas which can accommodate associated traffic, and which do not create a nuisance to existing residential development.

#### **Central Business District**

Purpose: To provide opportunities for economic development and necessary services to Richmond residents and visitors; to encourage ADA accessibility, pedestrian-friendly redevelopment and/or renovation of aging or historic buildings.

Location: Main Street corridor.

#### **Commercial Corridor**

Purpose: To provide opportunities for retail and commercial development that is readily accessible to Richmond residents and visitors.

Location: Highway 91 corridor.

#### **Manufacturing/Light Industrial**

Purpose: To provide opportunities for manufacturing and light industrial uses and support economic growth.

Location: Areas which can accommodate associated traffic, and which do not create a nuisance to existing residential development.

#### **Open Space**

Purpose: To preserve small-town rural character and provide opportunities for and access to recreation and natural amenities.

Location: Existing/Future parks; sensitive lands unsuitable for development.





### **Public Use**

Purpose: To provide areas for public spaces and services such as schools, library, community center, senior center, youth center, community garden, or other public service or public event space.

Location: Existing and future public property.

### **Residential – Low Density**

Purpose: To preserve small-town rural character and identify areas best suited for low-density residential development of lots 1 acre or larger in size.

Location: Existing/Future developments located more than 0.25 mile from commercial corridor or central business districts.

### **Residential – Medium Density**

Purpose: To preserve small-town rural character and identify areas best suited for medium-density residential development of lots 10,000 square feet to 1 acre in size.

Location: Existing/Future developments located 0.25 to 0.5 mile from commercial corridor or central business districts.

### **Residential – High Density**

Purpose: To preserve small-town rural character and identify areas best suited for high-density residential development.

Location: Existing manufactured home parks and existing/future developments within the Mixed-use Overlay zone.

### **Sensitive Lands Overlay**

Purpose: To restrict development in environmentally sensitive areas to be protective of public health, safety, and welfare and valuable natural resources.

Location: Areas subject to flooding, wetlands, surface water, unstable soils, steep slopes, wellhead protection zones, or environmentally hazardous or sensitive areas.

### **Mixed-use Overlay**

Purpose: To provide opportunities for multi-family residential development in conjunction with other compatible neighborhood uses.

Location: Commercial Corridor and Central Business District.





Unlike the FLUM, zoning utilizes specific land use designations to identify particular areas of existing and desired uses. An updated FLUM and potential changes to the Richmond zoning map are included in this plan. The over-arching focus of these is three-fold:

1. Eliminate confusion surrounding overlay zones.
2. Simplify maps by combining similar uses to make them more user-friendly.
3. Preserve the community character desired by Richmond residents.

## GOALS AND OBJECTIVES

1. Maintain Richmond's small-town atmosphere and community character.
  - a. Define and adopt a definition or mission statement for small-town atmosphere.
  - b. Maintain zoning code limits on building height (35').
  - c. Preserve viewshed through the use of development standards in coordination with Cache County.
  - d. Utilize zoning code and/or a noise ordinance to control noise.
  - e. Maintain overlay zoning to allow multi-family housing in multiple zoning districts to distribute high density residential into neighborhoods and mitigate the visual impact of large areas of high-density housing.
  - f. Define and adopt zoning definitions for multi-family housing, duplex, triplex, quadplex, and townhome/townhouse.
2. Maintain, improve, and construct a safe, well-connected trail system
  - a. Coordinate and collaborate with Cache County on the Trails Master Plan.
  - b. Provide bike lanes on popular routes and/or connecting trails and open spaces; identify opportunities to construct bike lanes in conjunction with road improvement projects.
  - c. Identify areas where additional parks, open space, and recreation are needed.
  - d. Maintain/adopt minimum open space and/or park requirements for new development and planned unit developments.





3. Expand and improve city parks.
  - a. Provide density bonuses to developers who exceed parks and open space requirements or who construct park or open space amenities.
  - b. Complete an analysis of impact fees that can be used to fund park maintenance or development.
  - c. Provide pavilions for picnics, family/community events, and outdoor entertainment.
  - d. Provide bathrooms at all parks; provide food preparation areas at existing pavilions to facilitate large events.
4. Protect, preserve, or conserve sensitive areas.
  - a. Continue to limit development in sensitive areas.
  - b. Review and update map of sensitive areas.
5. Preserve Richmond's historic buildings.
  - a. Complete a Historic Resources Inventory/Survey.
  - b. Apply for grants to improve, restore, and maintain historic structures.
  - c. Identify additional historic properties, buildings, and landmarks within the planning boundary.
6. Re-establish Certified Local Government status.
  - a. Create and maintain a historic preservation commission.
  - b. Review and update historic preservation ordinance.





# FUTURE LAND USE

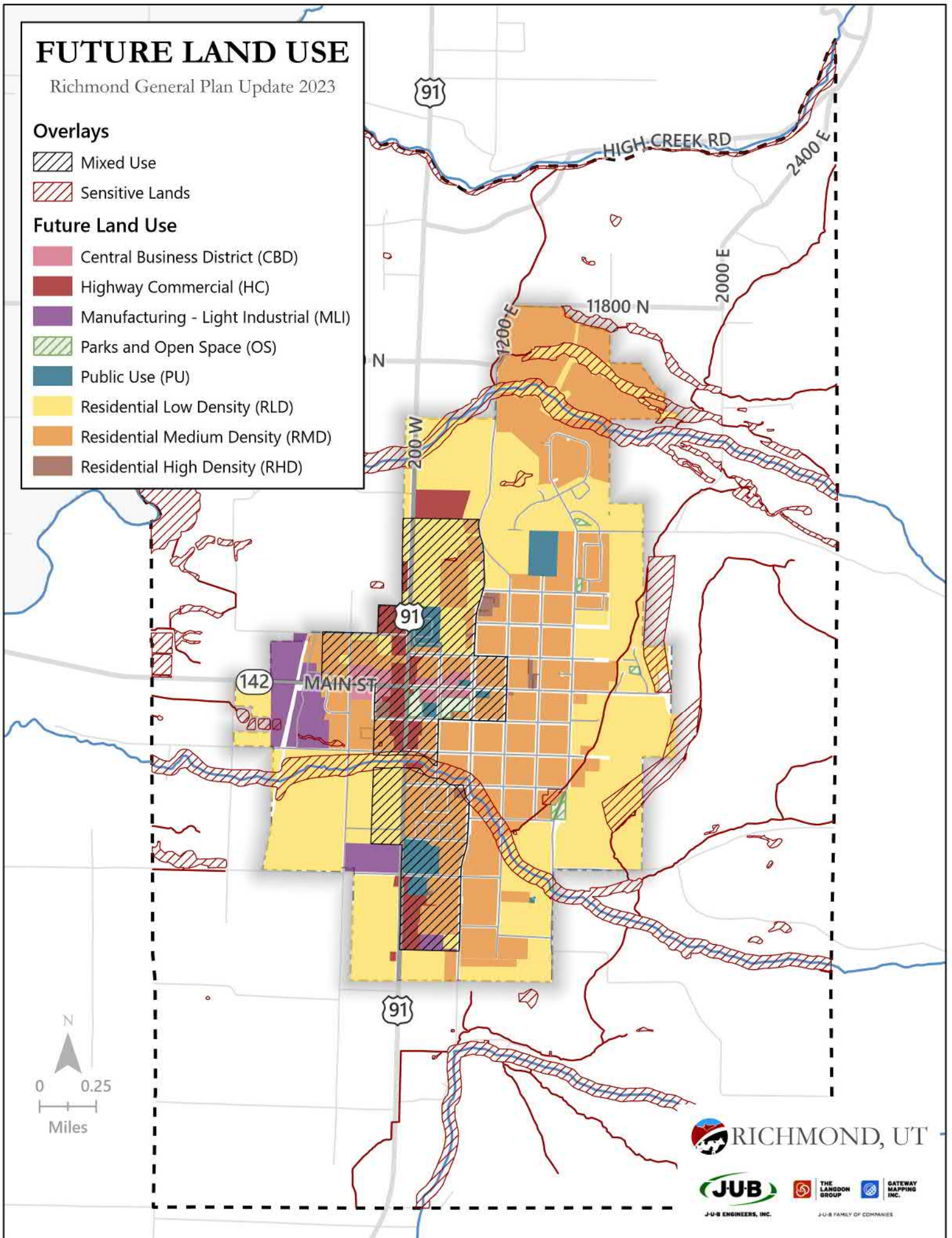
Richmond General Plan Update 2023

## Overlays

-  Mixed Use
-  Sensitive Lands

## Future Land Use

-  Central Business District (CBD)
-  Highway Commercial (HC)
-  Manufacturing - Light Industrial (MLI)
-  Parks and Open Space (OS)
-  Public Use (PU)
-  Residential Low Density (RLD)
-  Residential Medium Density (RMD)
-  Residential High Density (RHD)



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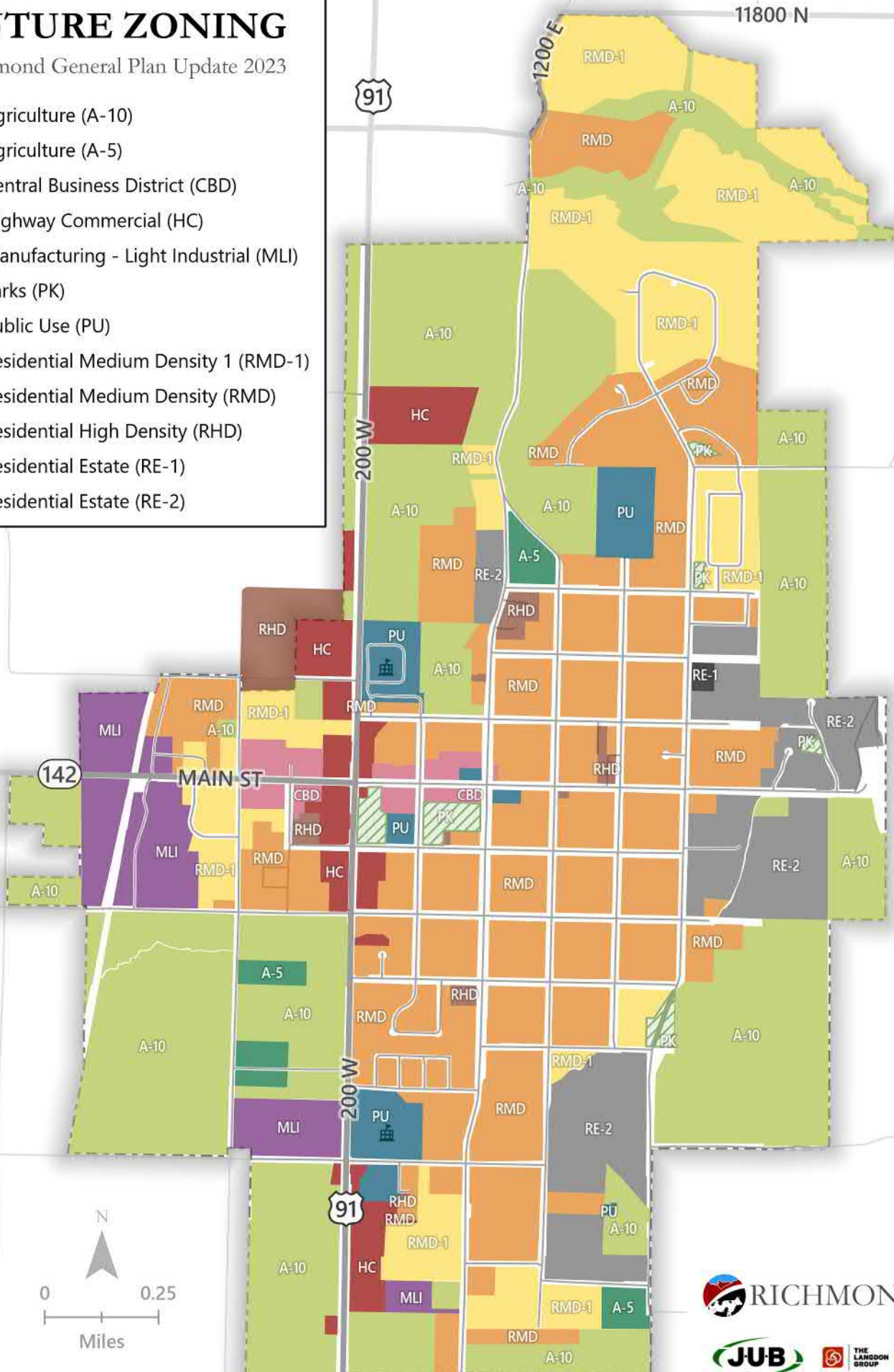
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# FUTURE ZONING

Richmond General Plan Update 2023

- Agriculture (A-10)
- Agriculture (A-5)
- Central Business District (CBD)
- Highway Commercial (HC)
- Manufacturing - Light Industrial (MLI)
- Parks (PK)
- Public Use (PU)
- Residential Medium Density 1 (RMD-1)
- Residential Medium Density (RMD)
- Residential High Density (RHD)
- Residential Estate (RE-1)
- Residential Estate (RE-2)



 RICHMOND, UT



# TRANSPORTATION

## EXISTING CONDITIONS

Richmond City is characterized by a rural street system. The classic grid system provides an orderly arrangement of cross streets that is generally found in older Utah cities. New developments are challenging the functionality of the road system and exposing issues such as access control, private right-of-way acquisition, and maintenance of rural qualities (2013 Richmond General Plan). As growth occurs over time, there is increasing demand for infill development and internal access to previously undeveloped lots.

Major arterials are streets with moderate to fast speeds and higher traffic volumes. These streets provide efficient movement through the city and access to the regional transportation network. Major arterials are 200 West (Highway 91) and West Main Street. Minor arterials are streets with moderate speed that move traffic from one major part of the city to another. Minor arterials are State Street, East Main Street, North 300 East and 500 North. A collector is a secondary street with moderate to low speeds. These streets allow access between neighborhoods or bring traffic to the arterial system and can generally accommodate two lanes of traffic. The city's collector is East 300 South. The remaining streets in the city are local streets. Local streets commonly consist of two lanes with parking.

The downtown core has detached sidewalks which keep pedestrians safe while walking. Apart from the highways and some residential areas, most of the city is not connected by sidewalks. Pedestrian-oriented streets are a sign of safe, livable commercial and residential areas. As the city grows, the need for a well-connected sidewalk system is becoming increasingly important. Prioritizing safe





routes to schools will ensure that every child can get to their destination safely.

Throughout the winter, roads are slick and hazardous. Ensuring that city has the personnel needed to maintain walkable routes year-round is a necessity for the wellbeing of residents. Richmond currently has five full-time and one part-time maintenance employees. In 2022, Richmond purchased maintenance equipment which included a new truck, plow, and salt box.

Highways and public transportation options provide for simple commutes to and from the City of Richmond. Cache Valley Transit District (CVTD) offers two routes through Richmond which connect the city to Preston in the north and Logan in the south. Utah Department of Transportation (UDOT) is responsible for the state highway system. Utah State Route 142 runs east-west with Richmond on the east end. U.S. Highway 91 runs north-south connecting Richmond with the rest of the Cache Valley. The average commute time suggests that many residents drive to other communities within the county for work.

The nearest airport to Richmond City is the Logan-Cache Airport located approximately 12 miles south of Richmond. Logan-Cache Airport serves primarily private or charter flights, as well as FedEx and UPS. For commercial flights, Richmond residents commute 97 miles to Salt Lake City International Airport.

## ISSUES OF IMPORTANCE

Richmond residents identified the following transportation-related issues as important:

- 📌 Improving condition of sidewalks
- 📌 Improving connectivity of sidewalks
- 📌 Improving connectivity of recreational trails
- 📌 Improving safety of walking/biking routes to schools
- 📌 Identifying transportation capital improvements needed to support growth





What <b>TRANSPORTATION</b> issues are important to you?	Votes
Improving condition of sidewalks	25
Improving connectivity of sidewalks	23
Improving connectivity of recreational trails	18
Improving safety of walking/biking routes to schools	17
Identifying capital improvements needed to support growth	10
Improving traffic management	8
Improving lighting to encourage better use of walking/biking routes	6
Adopting minimum standards for new roads/development	6
Providing walking/biking routes to commercial/professional areas	5
Providing more pedestrian routes and bike lanes	4
Improving condition of recreational trails	4
Implementing traffic calming measures	4
Improving condition of existing vehicular routes	3
Providing/Improving ADA accessibility	3
Improving safety of walking/biking routes	3
Improving connectivity of vehicular routes	1
Providing more opportunities for public transportation	1
Identifying opportunities for collaboration with other users	0

Individual comments on the topic of transportation varied widely, including requests for ADA access to the city library and cleaning up the parking strip along Highway 91. The need for safe, pedestrian-friendly sidewalks was frequently





repeated, particularly for the purpose of providing safe pedestrian routes to school and connections between residential and commercial areas.

Survey responses to interactive map questions illustrated definitive preferences for priority areas for sidewalk and street improvements (Appendix B – Public Survey Responses):

- 📍 Bike lanes needed on Highway 91/200 W and Main Street
- 📍 Sidewalks needed on Main Street
- 📍 Sidewalk repair needed on State Street and Main Street
- 📍 Street repairs needed along 400 W, State Street, and 11000 N

Facilitating safe crossing of Highway 91 is of great importance, both for school traffic and other community traffic moving through town. Respondents very clearly identified four intersections between 100 N and 200 S as the best and most convenient locations for a walkable highway crossing. A crossing study was completed in January 2023 evaluating highway crossings and identified two locations as priorities. Continued coordination and cooperation of future planning efforts with the Utah Department of Transportation will be integral to the development of any highway crossing.

## LOOKING AHEAD

Connectivity is critical to functional and efficient transportation networks. Richmond's greatest current need is to improve connectivity of sidewalks on Main Street and State Street, according to community feedback. Deteriorated conditions and lack of sidewalks affects residents' ability to easily access popular downtown destinations and public facilities. Pedestrian connectivity to these and other destinations like recreational trails, residential neighborhoods, and schools, promotes a walkable neighborhood and small-town community characteristics desired by Richmond residents. Future improvements should prioritize safe pedestrian and bicycle routes to schools, and connections to trails in coordination with the trails master plan. Proximity to CVTD bus stops and a park and ride for commuters should be considered as they relate to medium and high-density development because it is easier for transit providers to serve these areas than low-density, sprawling development.





# GOALS AND OBJECTIVES

1. Create and maintain a connected sidewalk system that facilitates safe walking to school, stores, church, and the Richmond library.
  - a. Identify and prioritize sidewalks for repair, construction, and/or extension.
  - b. Prioritize and provide multiple safe routes to school.
  - c. Ensure Richmond has equipment and personnel needed to maintain walkable routes during winter.
  - d. Identify a walkable route for a future east-west connection across Highway 91.
  - e. Implement/Install traffic-calming measures.
  - f. Provide sidewalks on both sides of streets.
  - g. Identify funding sources for transportation improvements and apply on an annual basis.
  - h. Review 6' sidewalks minimum width requirements for key areas/routes.
  - i. Plan walkable routes, crossings, and sidewalk widths for the next 15-30 years of growth and development.
2. Improve connectivity to recreational trails.
  - a. Consider and support the Cache County Trails Master Plan and connectivity between north, south, east (particularly 300 East), and west routes.
  - b. Develop and adopt wayfinding standards/signage to improve route visibility, promote trail use, and prevent private property conflicts.
  - c. Make trail maps easily accessible and provide up-to-date trail maps in city buildings and the post office.
3. Continue the existing street grid layout in future growth plans.
  - a. Provide flexibility and allow deviations of a grid layout out when it is not feasible due to topography, such as mountainous and bench areas.
  - b. Consider and coordinate with the long-range transportation plans developed by the state, county, and transit agency.





# TRANSPORTATION & TRAFFIC CIRCULATION

Richmond General Plan Update 2023

- Trails & Pathways
- Proposed Sidewalk
- Proposed Roads
- Proposed Major Crossings
- Proposed Park & Ride
- Existing Bus Stops
- Proposed Bus Stops
- ¼ Mile Bus Stop Buffer

0 0.25  
Miles



RICHMOND, UT



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# WATER CONSERVATION

## EXISTING CONDITIONS

Western communities are facing threats of a dwindling water supply. Utah is a semi-arid state and with populations growing, water conservation has become a challenge. The Utah Division of Water Resources (UDWR) is one of eight divisions within the Department of Natural Resources. It is tasked with developing efforts to protect and conserve the state's water resources and with regulating distribution of water in the State of Utah.

The Utah Water Conservation Plan Act (73-10-32 of Utah State Code) requires each water conservancy district and public water system with over 500 connections to submit a Water Conservation Plan to the UDWR. Richmond lies within the Cache [County] Water District, which is subject to this requirement. In 2019, the Cache Water District published a Master Plan Update that established a five-year action plan to guide the development of water resources in Cache County's portion of the Bear River drainage (Cache County Water District).



Richmond City's drinking water is provided by several springs and wells in the area including: Cherry Canyon Springs, City Canyon Spring, WDCI City Well, and Cherry Creek Well. Richmond City's secondary water is served by the Richmond Irrigation & Power Company. It is a nonprofit irrigation company neither owned nor run by the city.

## ISSUES OF IMPORTANCE

Several topics were identified as issues of importance or concern at the Public Open House:

- ✿ Increasing water storage capacity
- ✿ Conducting water master planning for supply, demand, storage, and distribution
- ✿ Protecting sensitive areas like wetlands and floodplains from development





- 📌 Protecting water resources from pollution
- 📌 Exploring options for tiered water usage rates

What <b>WATER</b> issues are important to you?	# Dot Votes
Increasing water storage capacity	29
Conducting water master planning for supply, demand, storage, and distribution	25
Protecting sensitive areas like wetlands and floodplains from development	18
Protecting water resources from pollution	13
Exploring options for tiered water usage rates	12
Promoting water-efficient landscaping	6
Educating the public about water conserving measures	6
Improving public perception of low-water landscaping	5
Expanding sewer/water service to support growth	5
Creating a water budget	4
Providing incentives for low-water landscaping existing development	3
Providing incentives for low-water landscaping new development	2
Providing water-saving fixtures and devices to residents	2
Adopting community water conservation policies	2
Creating a community water conservation program	2







Other water related comments received at the open house included a request to reduce city utility costs for seniors and a desire to maintain water supply above emergency levels. Public survey questions were targeted at identifying priorities for culinary vs. irrigation water (Appendix B – Public Survey Results). The majority of survey respondents agreed that Richmond should increase storage capacity for culinary water and develop a secondary water system for irrigation use. The majority

of respondents also said they would use water conserving devices if they were available at little or no cost.

## LOOKING AHEAD

Water use is strictly regulated and subject to oversight of regulatory agencies. Richmond residents expressed a desire to convert irrigation water rights to culinary use, but this action is much more complicated than it sounds, requiring coordination between multiple entities responsible for various aspects of the resource (irrigation, culinary, wastewater). Utah State Code provides guidance for addressing water conservation in general plans (Section 10-9a-401 General Plan), many of which have been included in Goals, Objectives, and Implementation Strategies. The Water Map included in this plan should be considered to evaluate new development and identify areas with access to water services. These areas are better suited to new development than areas without existing water service infrastructure or sensitive lands such as floodplains, wetlands, and drinking water protection areas.

## GOALS AND OBJECTIVES

1. Consider re-use options for treated wastewater and stormwater.
  - a. Explore the possibility of converting irrigation water rights to culinary use.
  - b. Continue to re-use treated wastewater for irrigation of public property.
2. Incentivize water conservation.
  - a. Implement water conservation policies on public and private property.
  - b. Provide water reduction incentives for existing and future development.
  - c. Provide information about cost savings of water conservation.





- d. Recommend landscaping options for current and future development that do not require the use of lawn or turf.
- 3. Increase community water conservation.
  - a. Adopt water concurrency standards requiring that adequate water supplies and facilities are or will be in place for new development.
  - b. Apply for grants to make water saving devices (shower heads, faucet inserts, et.) available to community.
  - c. Adopt landscaping standards that will reduce water demand.
  - d. Promote site-specific landscape design that decreases stormwater or irrigation runoff.
  - e. Explore state programs and other funding sources to help pay for water-saving devices.
- 4. Provide community education about water conservation.
  - a. Partner with Utah State University Extension and public water systems to identify water conserving methods that can be applied in the community.
  - b. Provide information and/or training resources to optimize irrigation methods for water conservation.
  - c. Look for additional funding/partnering opportunities to provide education about water conservation.
  - d. Provide a plant selection guide for low water use plants.
- 5. Increase Richmond's culinary water storage capacity.
  - a. Conduct water supply master planning for culinary water and water storage.
- 6. Protect sensitive areas like wetlands, floodplains, and area with shallow groundwater (high water table) from development.
  - a. Limit development in these areas by requiring additional review, permitting, more stringent building standards, or prohibiting development in certain conditions.
  - b. Limit annexation/development in watershed protection areas. Coordinate with transfer of development rights program if applicable.
  - c. Support and promote stormwater treatment through enforcement of Clean Water Act standards and implementation of best management practices at public buildings and new developments.





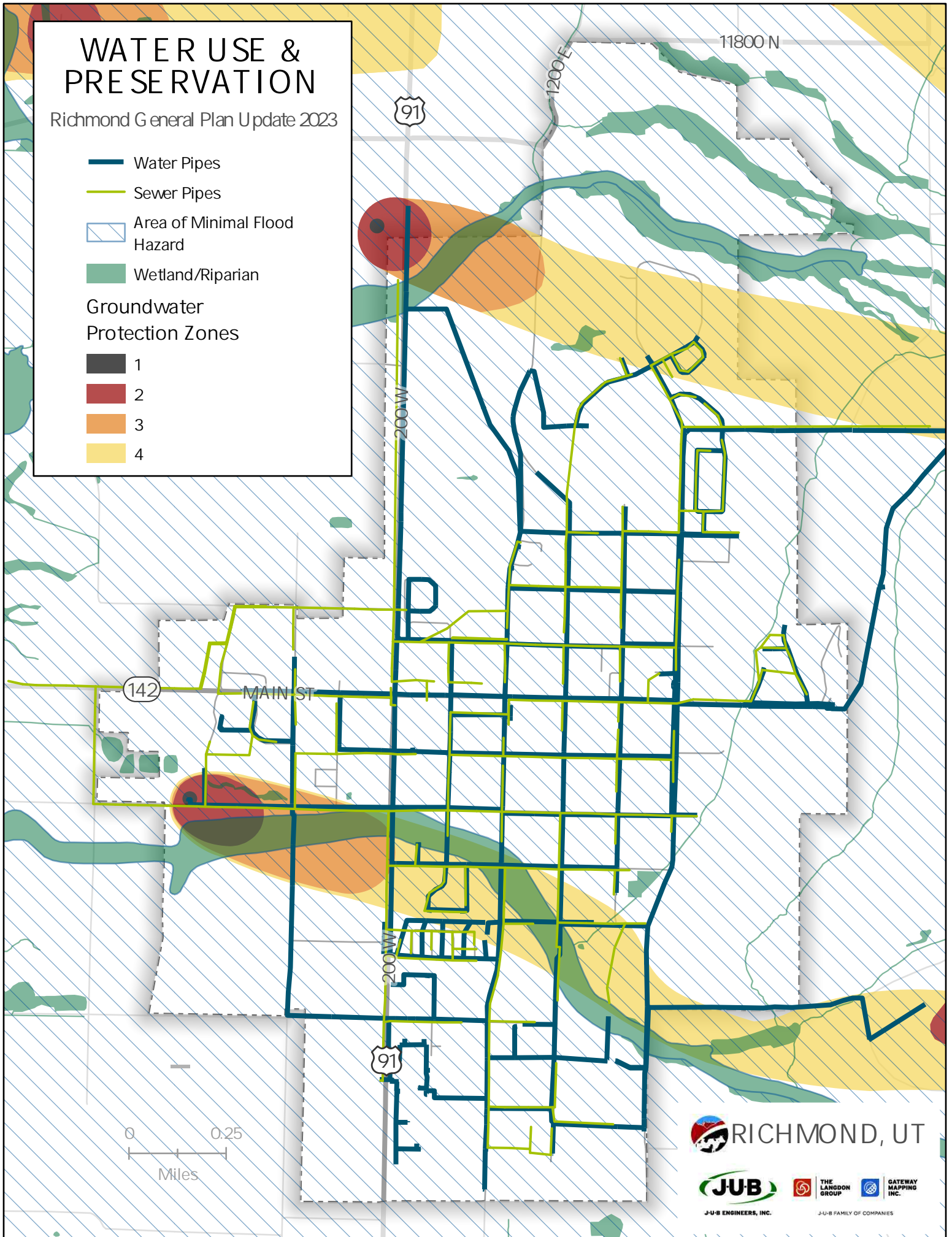
# WATER USE & PRESERVATION

Richmond General Plan Update 2023

- Water Pipes
- Sewer Pipes
- Area of Minimal Flood Hazard
- Wetland/Riparian

Groundwater Protection Zones

- 1
- 2
- 3
- 4



RICHMOND, UT



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# APPENDIX A

## GOALS, STRATEGIES, AND IMPLEMENTATION MATRIX





			Key Participants Responsible				Action Items			Funding Options			
			P&Z	City Council	City Staff	Leverage Partnerships	Amend Zoning Code/Map	Amend Subdivision Code	Promote w/ social media	General Funds	Grants	Loans	
Land Use, Parks, and Trails	Goals	Objectives & Implementation Strategies	Priority										Comments/Resources
	1. Maintain Richmond’s small-town atmosphere and community character.	a. Define and adopt a definition or mission statement for small-town atmosphere.	High		X								
		b. Maintain zoning code limits on building height (35’).	High	X	X	X							
		c. Preserve viewshed through the use of development standards in coordination with Cache County.	Low				X						
		d. Utilize zoning code and/or a noise ordinance to control noise.	Med		X	X	X		X				
		e. Maintain overlay zoning to allow multi-family housing in multiple zoning districts to distribute high density residential into neighborhoods and mitigate the visual impact of large areas of high density housing.	Low	X									
		f. Define and adopt zoning definitions for multi-family housing, duplex, triplex, quadplex, and townhome/townhouse.	Med	X	X	X	X	X					
	2. Maintain, improve, and construct a safe, well-connected trail system	a. Coordinate and collaborate with Cache County on the Trails Master Plan.	Med		X					X	X		
		b. Provide bike lanes on popular routes and connect trails and open spaces; identify opportunities to construct bike lanes in conjunction with road improvement projects.	Low		X	X	X		X		X		People for Bikes grant
		c. Provide more parks, open space, and opportunities for recreation and identify areas where they are needed.	Med		X	X		X		X	X		Utah State Parks - Land & Water Conservation Grant Program, Utah State Parks - Recreational Trails Program, Utah Outdoor Recreation Grant Program, Recreation Restoration Infrastructure Grant
		d. Maintain/adopt minimum open space and/or park requirements for new development and planned unit developments.	Low	X	X	X		X					
	3. Expand and improve city parks.	a. Provide density bonuses to developers who exceed park and open space requirements or who construct park or open space amenities.	Low	X	X		X	X					
		b. Complete an analysis of impact fees that can be used to fund park maintenance or development.	Low			X	X						
		c. Provide pavilions for picnics, family/community events, and outdoor entertainment.	Med		X		X		X	X	X		Utah State Parks - Land & Water Conservation Grant Program, Utah Outdoor Recreation Grant Program
		d. Provide bathrooms at all parks; provide food preparation areas at existing pavilions to facilitate large events.	High		X		X		X	X	X		Utah State Parks - Land & Water Conservation Grant Program, Utah Outdoor Recreation Grant Program
	4. Protect, preserve, or conserve sensitive areas.	a. Continue to limit development in sensitive areas.	Low	X	X	X							Sensitive Lands Overlay
		b. Review and update map of sensitive areas.	Med			X							



			Key Participants Responsible				Action Items			Funding Options			
			P&Z	City Council	City Staff	Leverage Partnerships	Amend Zoning Code/Map	Amend Subdivision Code	Promote w/ social media	General Funds	Grants	Loans	
Land Use, Parks, and Trails	5. Preserve Richmond’s historic buildings.	a. Complete a Historic Resource Inventory/Survey.	Med				X			X			
		b. Apply for grants to improve, restore, and maintain historic structures.	Low			X					X		Utah Department of Heritage & Arts - Certified Local Government Grants
		c. Identify additional historic properties, buildings, and landmarks within the planning boundary.	Low	X	X	X							
	6. Re-establish Certified Local Government status.	a. Create and maintain a historic preservation commission.	Low		X								
		b. Review and update historic preservation ordinance.	Low	X	X	X		X					
Moderate Income Housing	1. Encourage and facilitate opportunities for higher density housing development.	a. Allow density bonuses in conjunction with open space dedication to preserve development potential.	Med	X	X			X	X				
		b. Review and amend Richmond zoning map and/or code to meet the need for additional moderate-income housing units within the next five years.	Low	X	X			X					
	2. Provide and support opportunities for affordable and diverse housing types within the Richmond city limits.	a. Encourage and support development of smaller houses to increase housing density.	High	X	X	X				X			Include ADA-compliant senior-friendly housing
		b. Encourage and support development of various multi-family housing options such as townhomes, duplexes, tri-plexes, and quad-plexes in higher density residential neighborhoods.	Low	X	X	X				X			Provide visual examples
		c. Disperse multi-family housing, do not concentrate it all into one area.	Med	X	X			X					
		d. Consider limiting acreage of PUD development.	Low	X					X				
		e. Permit multi-family triplex and quad-plex in specific zones. Specify zone for multi-family but limit to triplex and quad-plex.	Low	X		X		X					
		f. Maintain zoning policy to support mixed use developments that include housing.	Med	X	X			X					Utilize mixed-use overlay
		g. Limit density of PUDs. Review and revise zoning code to provide density guidelines for PUDs.	Low	X		X		X	X				
		h. Maintain zoning code limits on building height (35') to preserve Richmond's small-town character.	Med		X			X					
	3. Provide and support opportunities for senior housing within the Richmond city limits.	a. Encourage and facilitate small lots and an attractive, low maintenance landscape.	High	X		X		X		X			
		b. Maintain zoning code standards to ensure a minimum distance between buildings that supports a neighborhood feel.	Low		X								
		c. Review and amend zoning code to provide a balance of living units with open space.	High	X	X	X		X					Consider proximity to senior needs/activities.
		d. Review and revise zoning to permit inner block development subject to development standards and available infrastructure.	Low	X	X	X		X					



			Key Participants Responsible				Action Items			Funding Options			
			P&Z	City Council	City Staff	Leverage Partnerships	Amend Zoning Code/Map	Amend Subdivision Code	Promote w/ social media	General Funds	Grants	Loans	
Moderate Income Housing	Goals	Objectives & Implementation Strategies	Priority										Comments
	4. Identify areas most suitable for growth and housing development.	a. Prioritize development of higher density housing near Cache Valley Transit District routes and stops.	Med	X	X	X	CVTD						
		b. Prioritize areas with existing infrastructure – streets and utilities.	Low	X	X	X							
		c. Prioritize infill of vacant lots and properties for redevelopment and identify standards for infill development.	Low	X	X	X							
		d. Prioritize areas that promote a walkable community - within walking distance of church, stores, school, community and rec centers, and trails.	Med	X	X	X		X					
	5. Investigate the feasibility of managing a program for the transfer of development rights to encourage development of higher density housing where city services are available and preserve open space and agricultural lands.	a. Identify City department/personnel to manage TDR program.	Low			X							
		b. Identify sending and receiving areas.	Low			X			X				
		c. Educate residents and developers.	Low			X			X				
Transportation	1. Create and maintain a connected sidewalk system that facilitates safe walking to school, stores, church, and the Richmond library.	a. Identify and prioritize sidewalks for repair, construction, and/or extension.	Low			X			X		X		Educate public about cost/share options.
		b. Prioritize and provide multiple safe routes to school.	High		X		CCSD, UDOT				X		UDOT Safe Routes to School Program
		c. Ensure Richmond has equipment and personnel needed to maintain walkable routes during winter.	High		X	X							
		d. Identify a walkable route for a future east-west connection across Highway 91.	High				UDOT, County	X					Refer to survey results and Trails, Parks, and Open Space Master Plan
		e. Implement/Install traffic-calming measures.	Low		X		UDOT						
		f. Provide sidewalks on both sides of streets.	Low		X						X		UDOT Safe Sidewalks Program
		g. Identify funding sources for transportation improvements and apply on an annual basis.	Low			X							
		h. Review 6’ minimum width requirements for key areas/routes.	Low		X	X		X	X				
		i. Plan walkable routes, crossings, and sidewalk widths for the next 15-30 years of growth and development.	Med	X	X	X							Consider future development and Trails, Parks, and Open Space Master Plan
	2. Improve connectivity to recreational trails.	a. Consider and support the Cache County Trails Master Plan and connectivity between north, south, east (particularly 3rd East), and west routes.	Med	X	X	X				X			
		b. Develop and adopt wayfinding standards/signage to improve route visibility, promote trail use, and prevent private property conflicts.	Med	X	X	X	Volunteer & service groups	X		X		X	
		c. Make trail maps easily accessible and provide up-to-date trail maps in city buildings and the post office.	High			X				X			Utilize apps and QR codes.



				Key Participants Responsible				Action Items			Funding Options			
				P&Z	City Council	City Staff	Leverage Partnerships	Amend Zoning Code/Map	Amend Subdivision Code	Promote w/ social media	General Funds	Grants	Loans	
Transportation	3. Continue the existing street grid layout in future growth plans.	a. Provide flexibility and allow deviations of a grid layout out when it is not feasible due to topography, such as mountainous and bench areas.	Low	X	X	X			X					
		b. Consider and coordinate with the long-range transportation plans developed by the state, county, and transit agency.	Low	X	X	X	CVTD, County, UDOT			X		X		UDOT Technical Planning Assistance Grant
Water	1. Consider re-use options for treated wastewater and stormwater.	a. Explore the possibility of converting irrigation water rights to culinary use.	High		X	X	RIPC, UTDWR							How, where, and how much
		b. Continue to re-use treated wastewater for irrigation of public property.	Med		X					X		X		BoR Water Conservation Field Services Grant, State Revolving Fund
	2. Incentivize water conservation.	a. Implement water conservation policies on public and private property.	High		X		X			X				
		b. Provide water reduction incentives for existing and future development.	Low			X	X			X				
		c. Provide information about cost savings of water conservation.	High		X	X	X			X				
		d. Recommend landscaping options for current and future development that do not require the use of lawn or turf.	Med	X		X				X				
	3. Increase community water conservation.	a. Adopt water concurrency standards requiring that adequate water supplies and facilities are or will be in place for new development.	Low		X	X			X					Refer to Water Master Plan (in progress)
		b. Apply for grants to make water saving devices (shower heads, faucet inserts, et.) available to community.	High			X						X		
		c. Adopt landscaping standards that will reduce water demand.	Low		X	X	USU			X				
		d. Promote site-specific landscape design that decreases stormwater or irrigation runoff.	Low			X	USU			X				
		e. Explore state programs and other funding sources to help pay for water-saving devices.	Low			X	USU							







# APPENDIX B

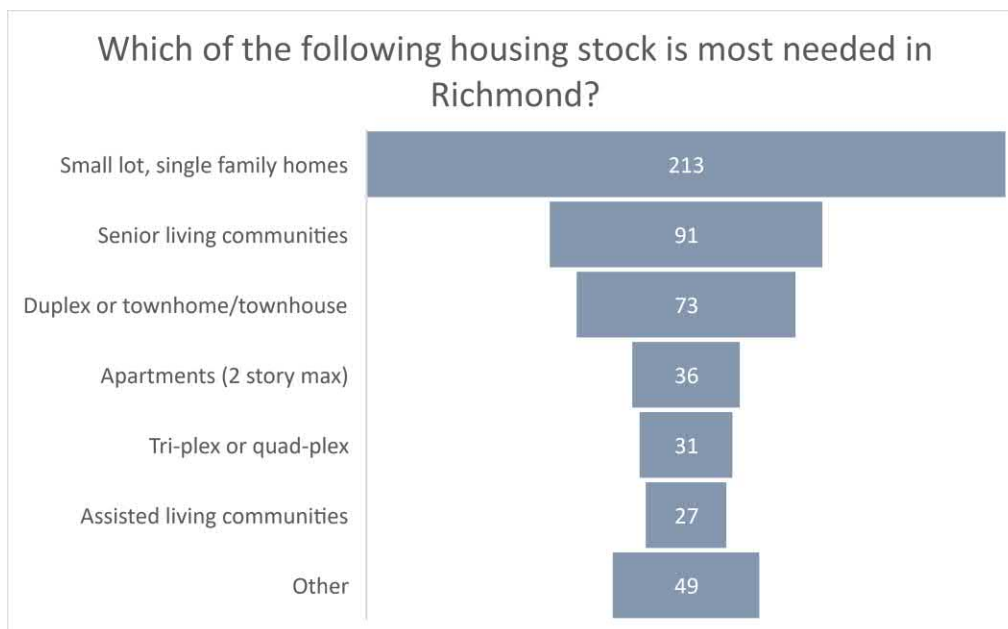
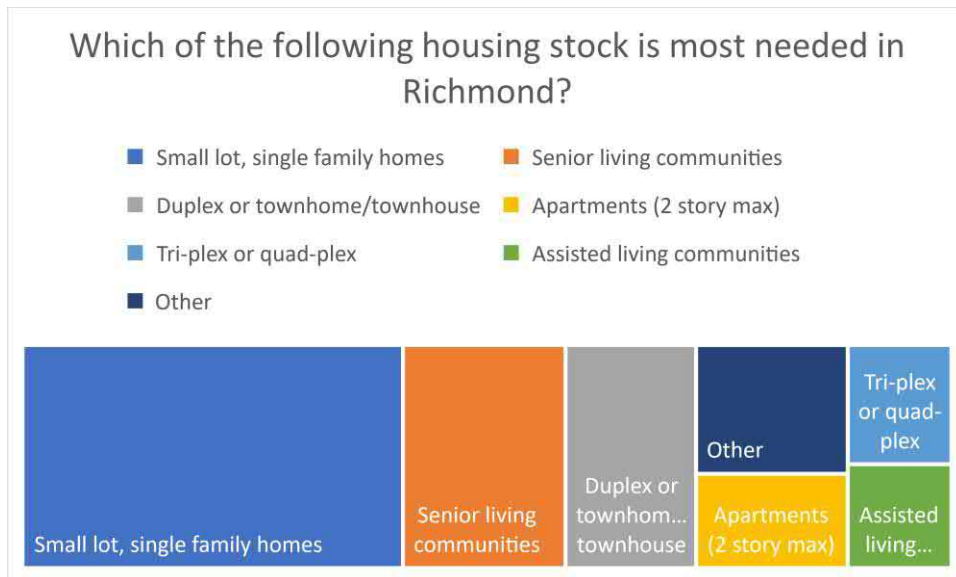
## PUBLIC SURVEY RESULTS





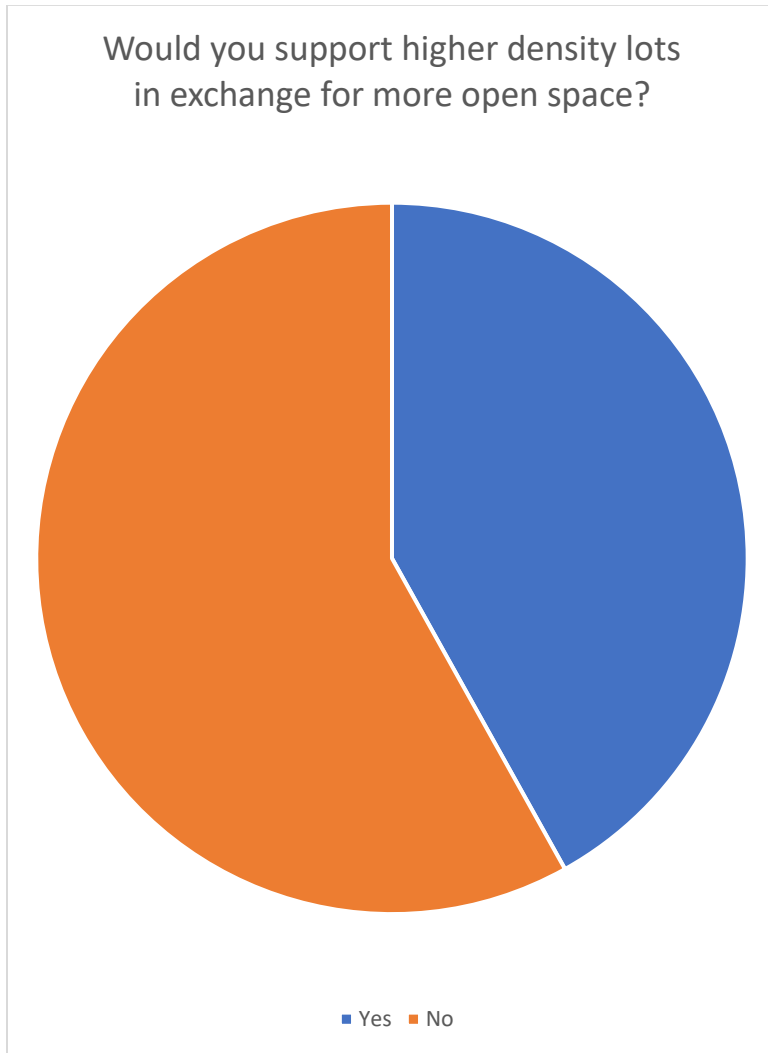
## Public Survey Results

1. Providing variety in available housing stock can help those buyers/tenants by meeting individual needs for budget and size. Which of the following is most needed in Richmond? (Choose up to 3)
- Small lot, single family homes
  - Assisted living communities
  - Senior living communities
  - Duplex or townhome/townhouse
  - Tri-plex or quad-plex
  - Apartments (2 story max)
  - Other





2. Transfer of development rights (TDR) is a planning tool that allows development potential to be “sent” from one area and “received” in another. It is used to limit density and/or development in the sending areas in exchange for higher density development in an area where growth is desired. Would you support higher density lots in exchange for more open space?





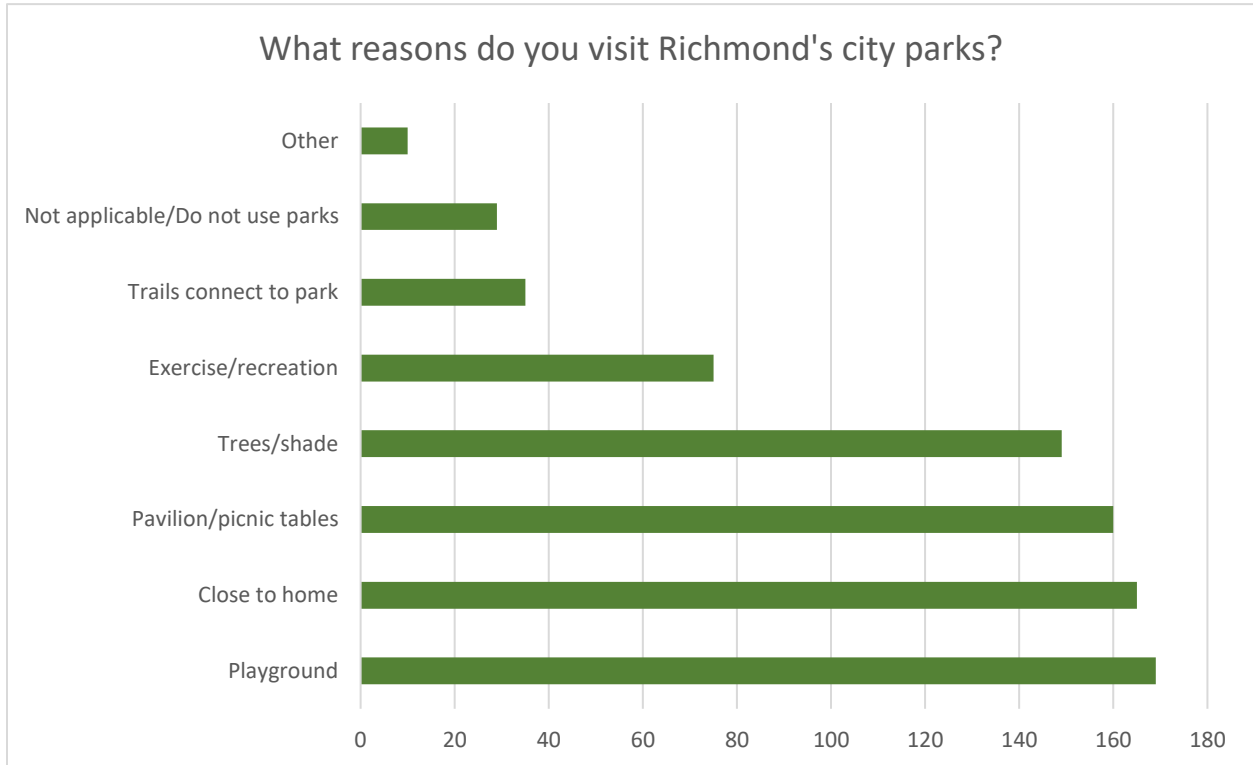
3. Select the words that you think best describe a small-town. (check all that apply)

- a. Neighborly
- b. Friendly
- c. Quiet
- d. Walkable
- e. Parks
- f. Views
- g. 1-2 story buildings
- h. Family-oriented
- i. Safe
- j. Clean
- k. Historic
- l. Rural
- m. Small
- n. Open space
- o. Maintained
- p. Street trees
- q. Affordable
- r. Relaxed
- s. Other



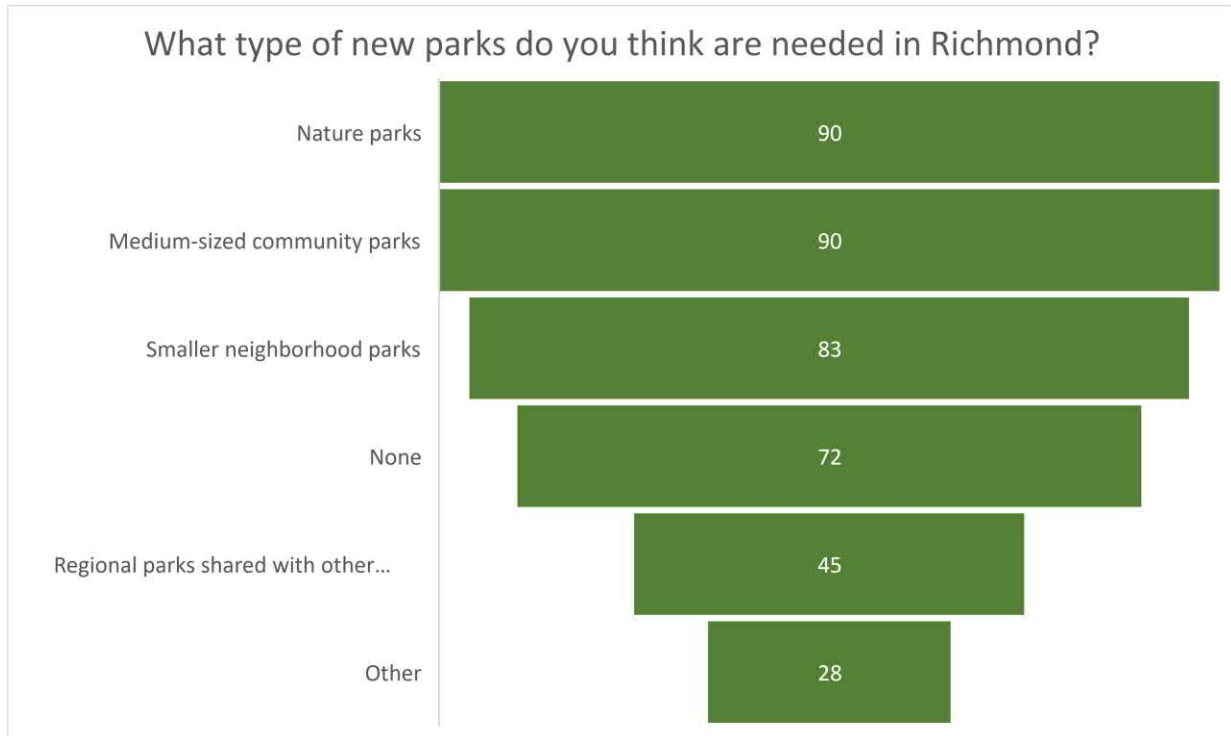


4. What reasons do you visit Richmond's city parks? (check all that apply)
- a. Close to home
  - b. Playground
  - c. Trails connect to park
  - d. Exercise/recreation
  - e. Pavilion/picnic tables
  - f. Trees/shade
  - g. Other unique features (fill in the blank)
  - h. Not applicable/Do not use parks



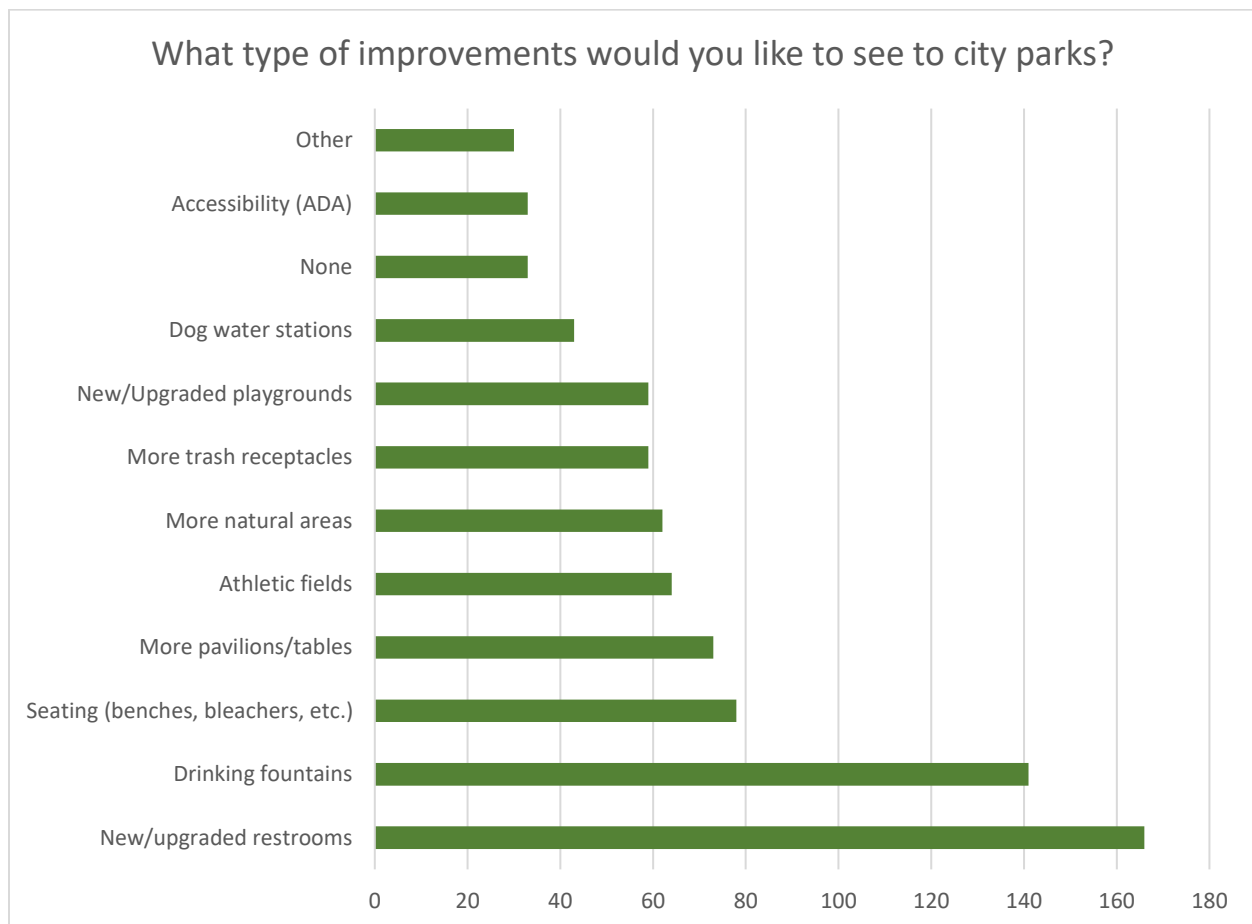


5. What type(s) of new parks do you think are needed in Richmond? (check all that apply)
- a. Smaller neighborhood parks
  - b. Medium-sized community parks
  - c. Nature parks
  - d. Regional parks shared with other communities (like Cub River Sports)
  - e. Other (fill in the blank)
  - f. None



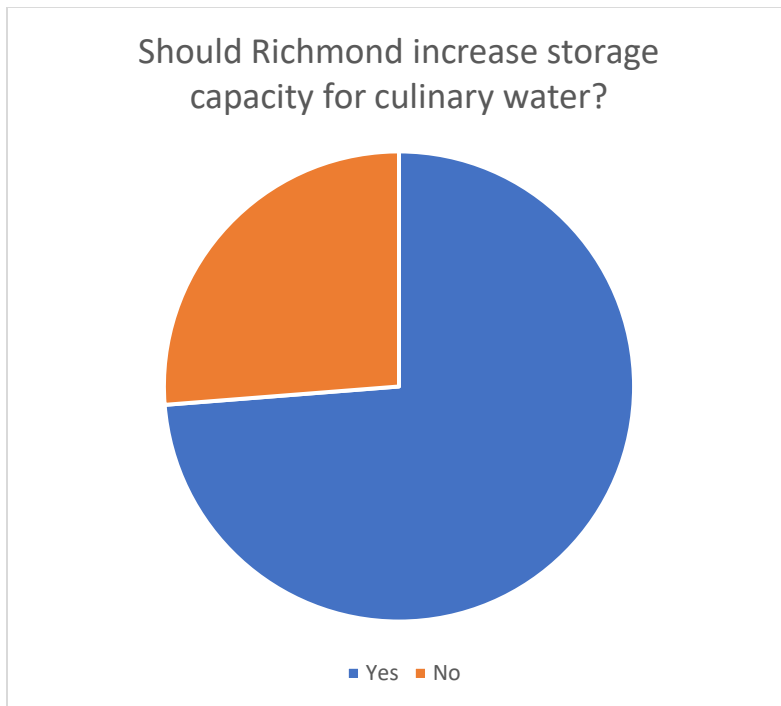


6. What type of improvements would you like to see to city parks? (check all that apply)
- a. New/upgraded restrooms
  - b. Drinking fountains
  - c. Dog water stations
  - d. Athletic fields
  - e. Seating (benches, bleachers, etc.)
  - f. More pavilions/tables
  - g. More trash receptacles
  - h. More natural areas
  - i. Accessibility (ADA)
  - j. New/Upgraded playgrounds
  - k. None
  - l. Other (fill in the blank)

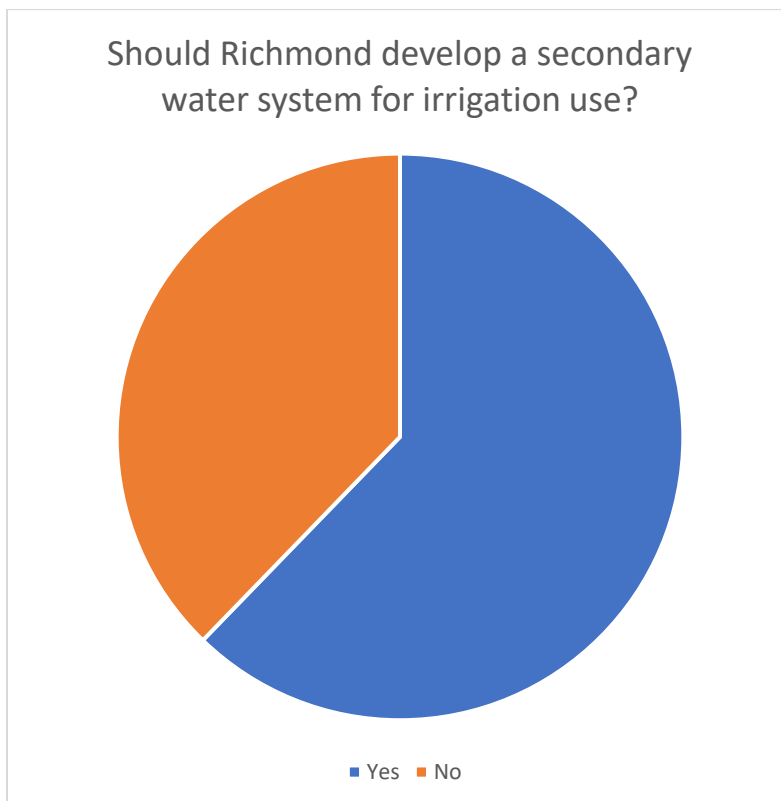




7. Should Richmond increase storage capacity for culinary water?

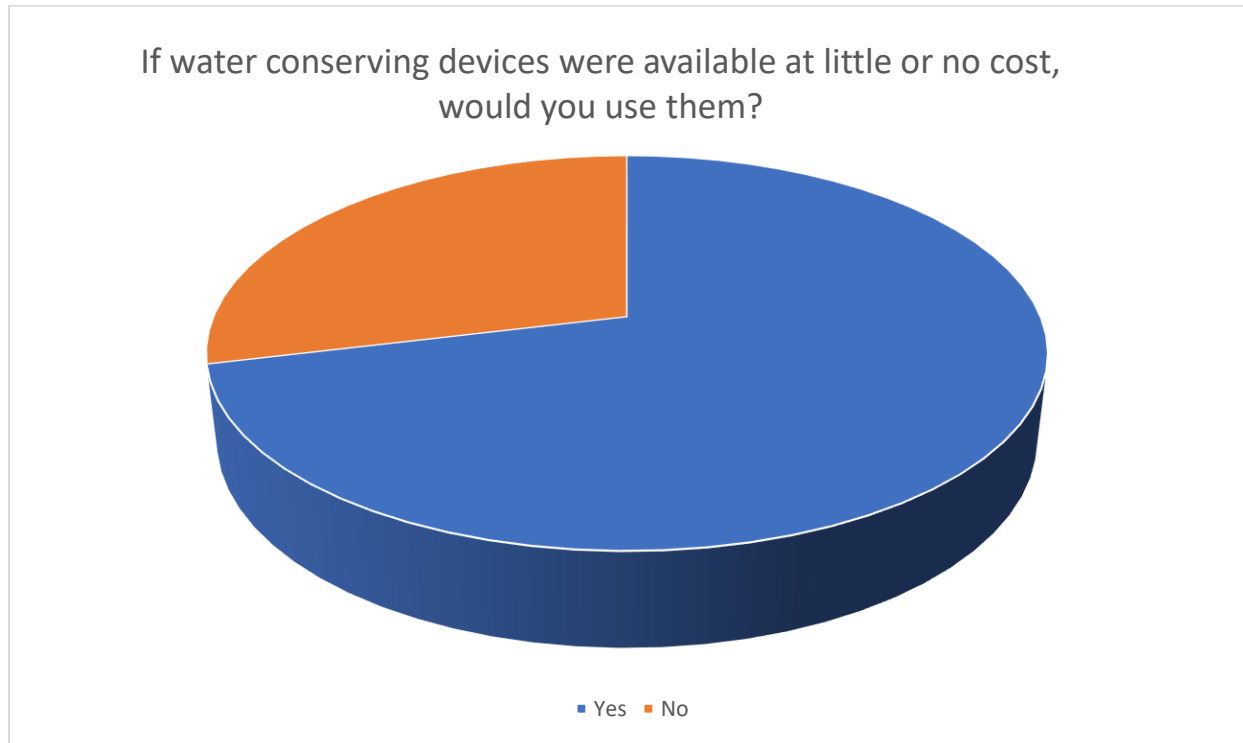


8. Should Richmond develop a secondary water system for irrigation use?





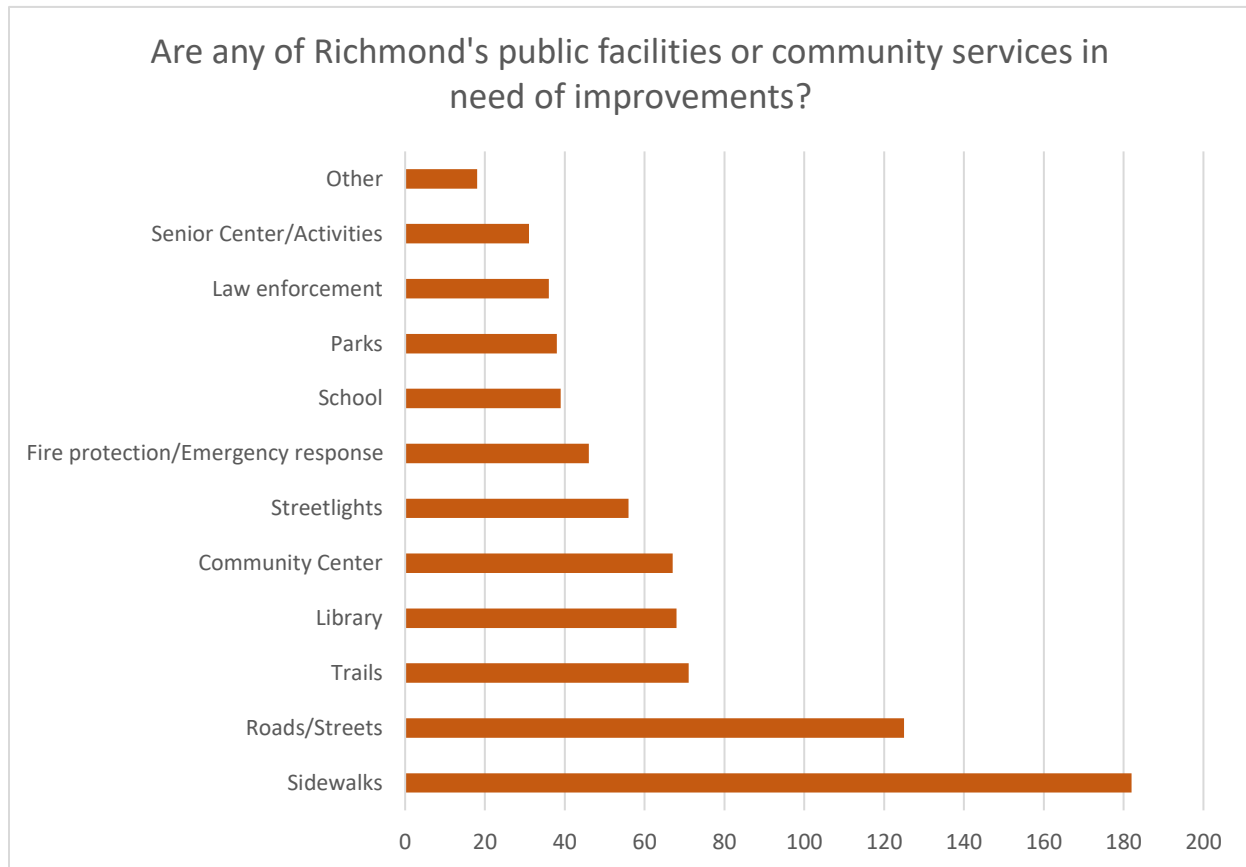
9. If water conserving devices were available at little or no cost, would you use them?





10. Are any of Richmond's public facilities or community services in need of improvement(s)?

- a. Community Center
- b. Fire protection/Emergency response
- c. Library
- d. Law enforcement
- e. Parks
- f. Roads/Streets
- g. School
- h. Senior Center/Activities
- i. Sidewalks
- j. Streetlights
- k. Trails
- l. Other





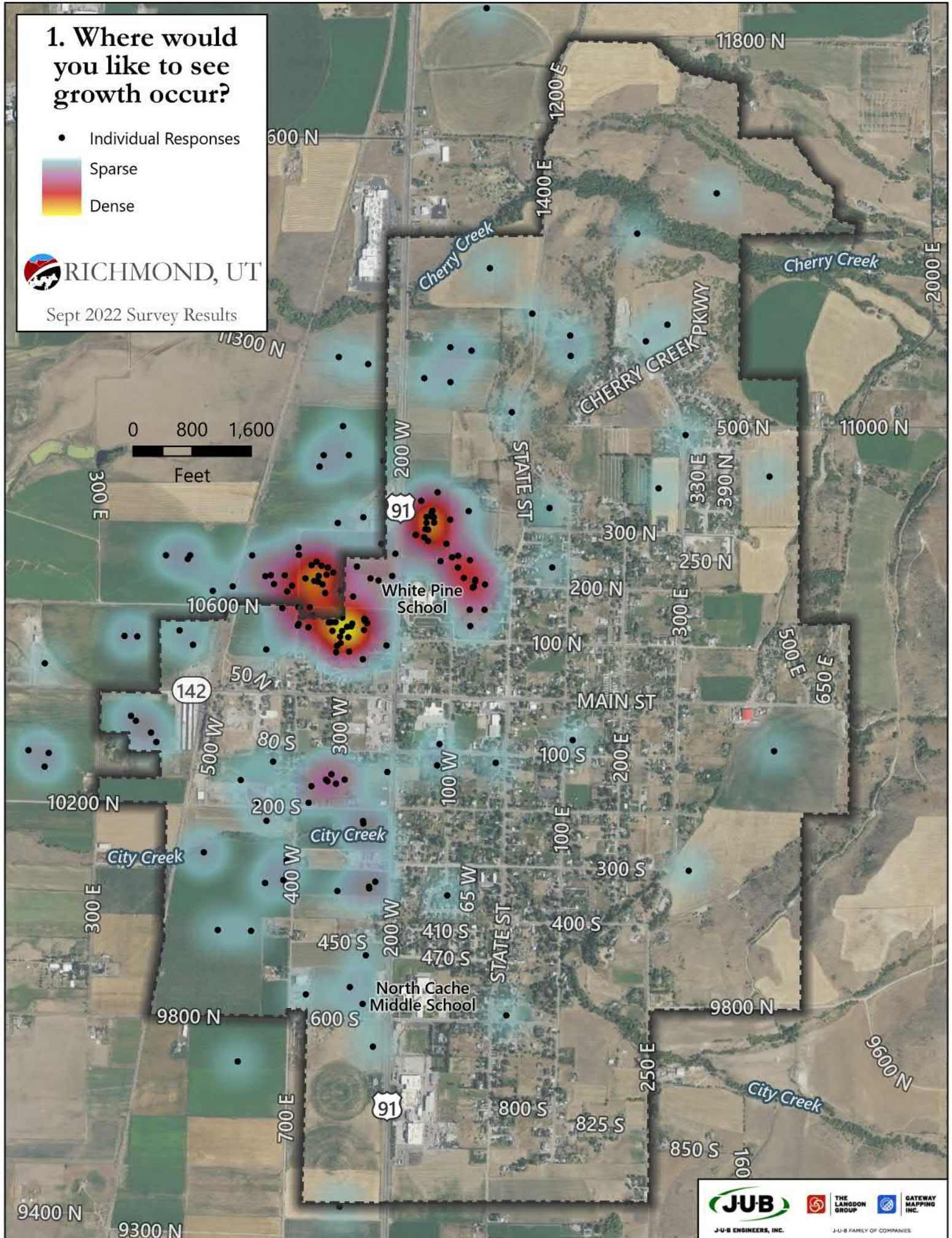
# 1. Where would you like to see growth occur?

• Individual Responses



Sept 2022 Survey Results

0 800 1,600  
Feet





## 2. Identify an area best suited for small lot, single family homes.

• Individual Responses

Sparse

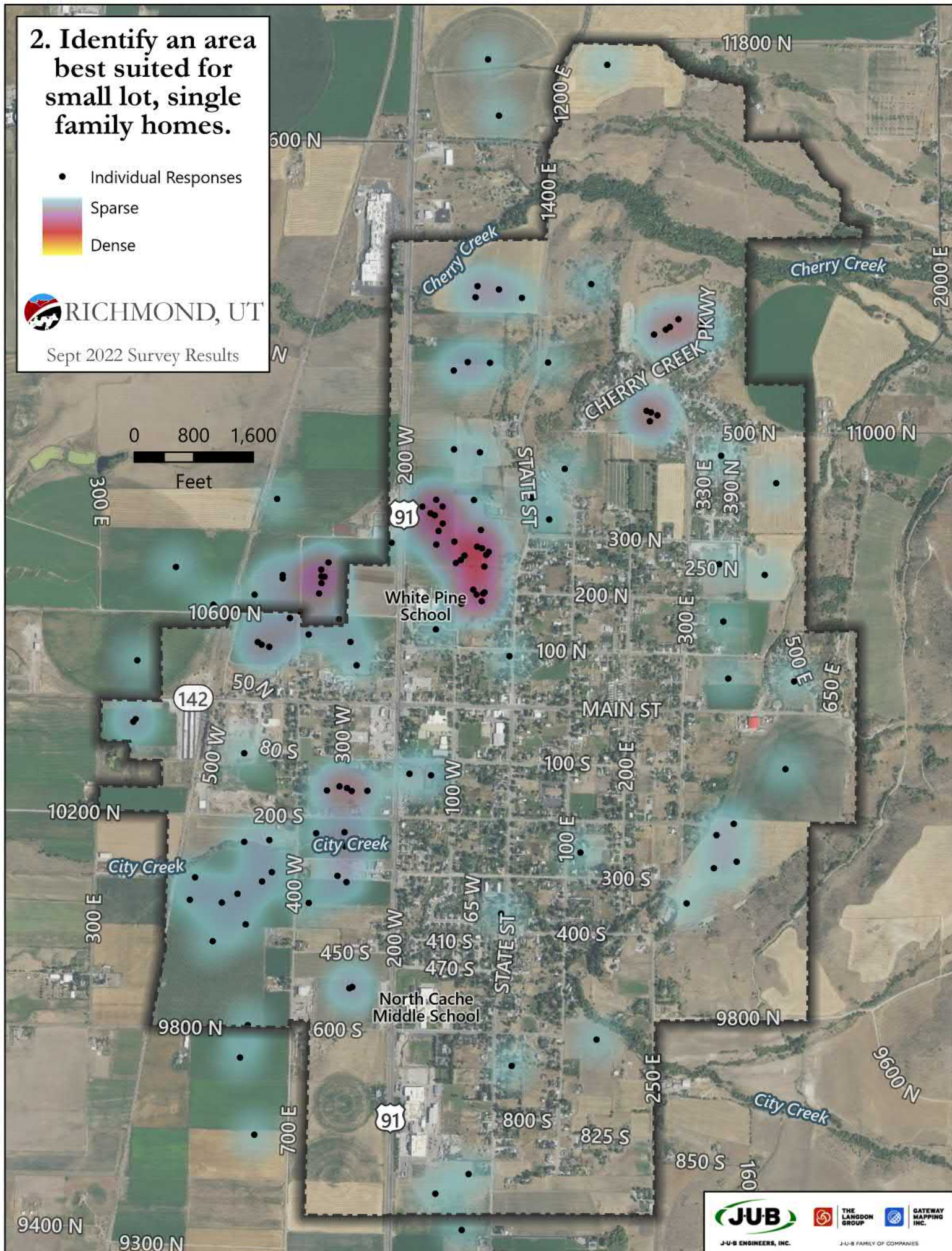
Dense

 RICHMOND, UT

Sept 2022 Survey Results

0 800 1,600

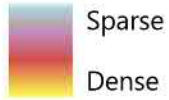
Feet





### 3. Identify an area where density/development should not occur.

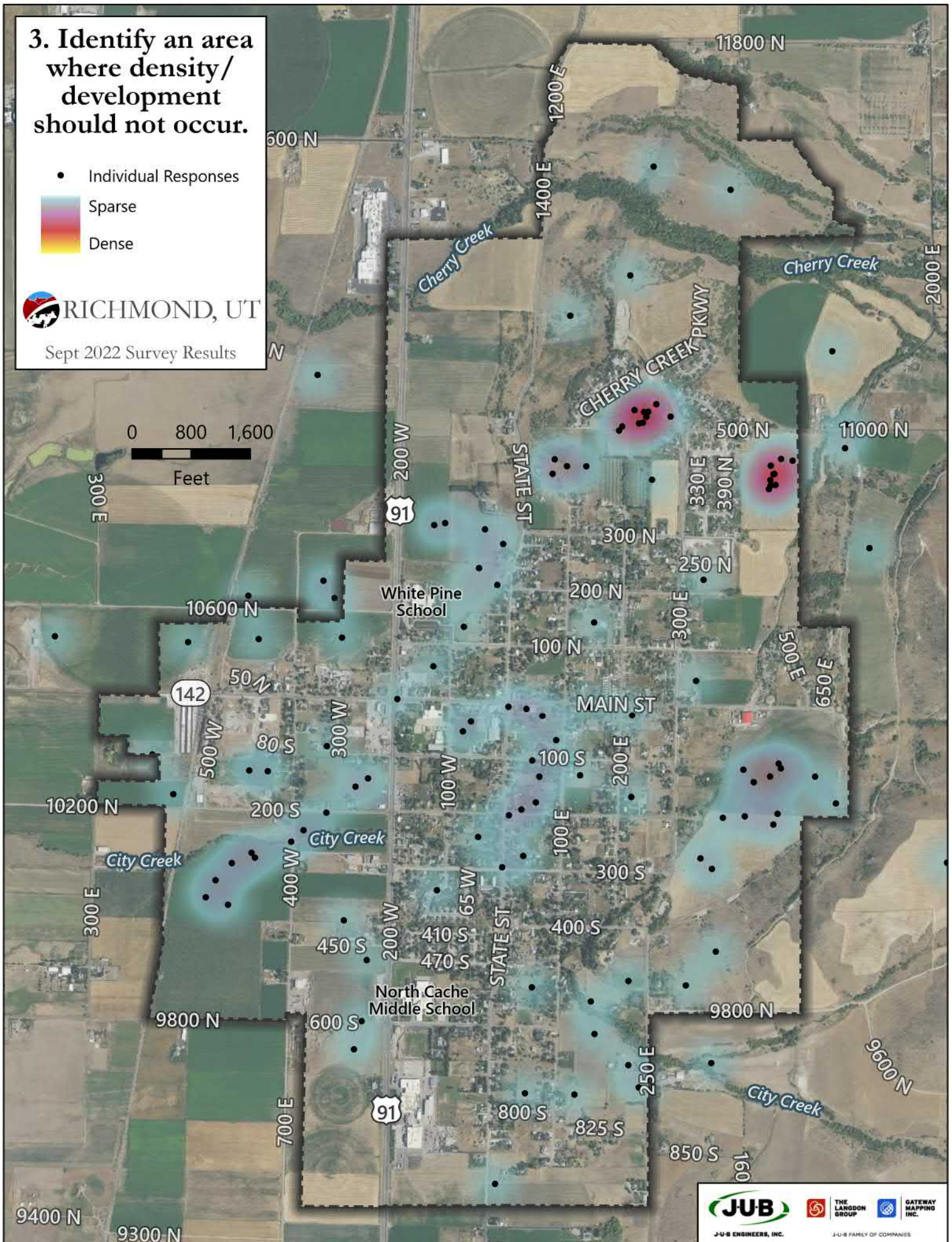
• Individual Responses



RICHMOND, UT

Sept 2022 Survey Results

0 800 1,600  
Feet



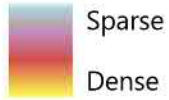






5. Identify an area where ATV/dirt bike trails should be located.

• Individual Responses

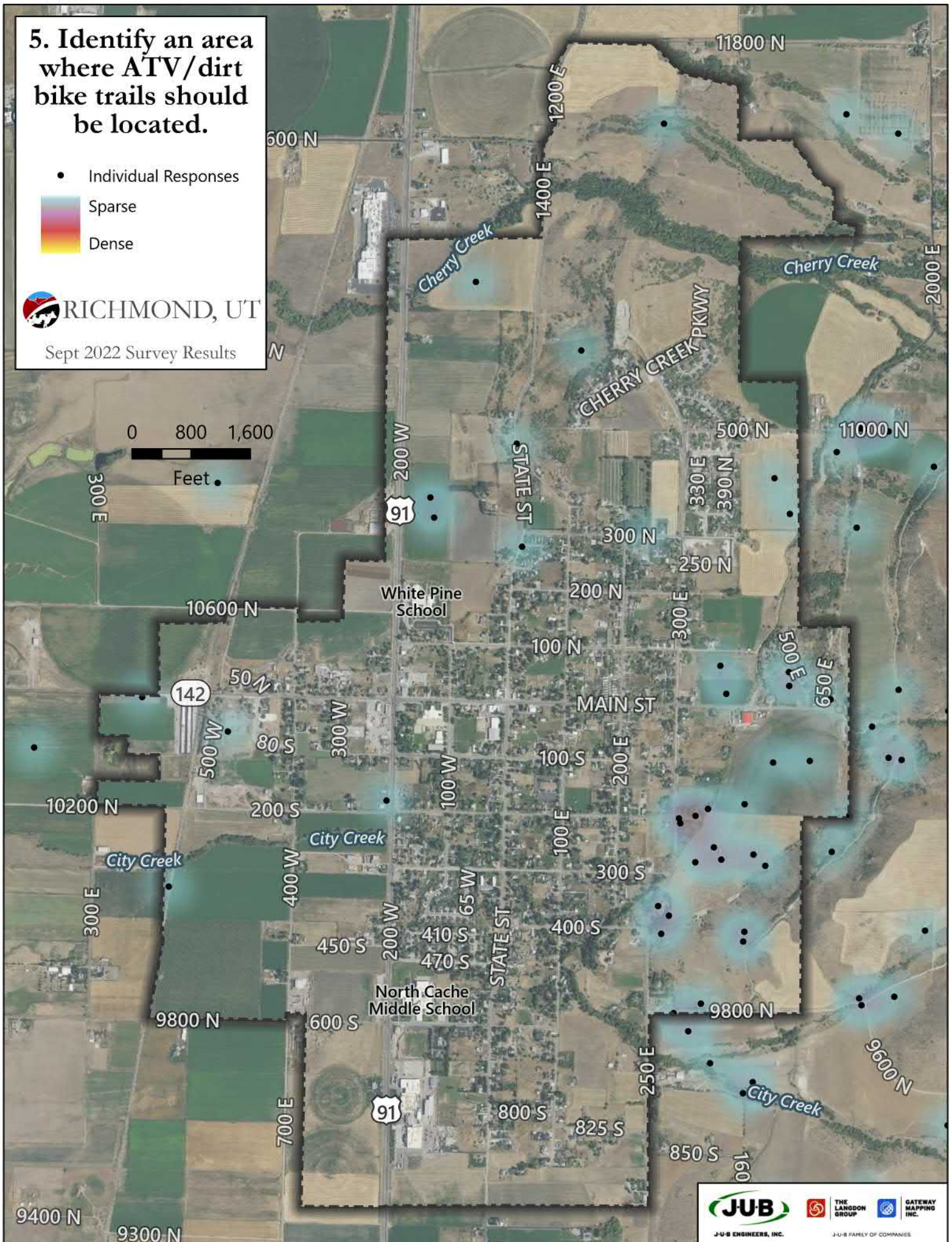


 RICHMOND, UT

Sept 2022 Survey Results

0 800 1,600

Feet





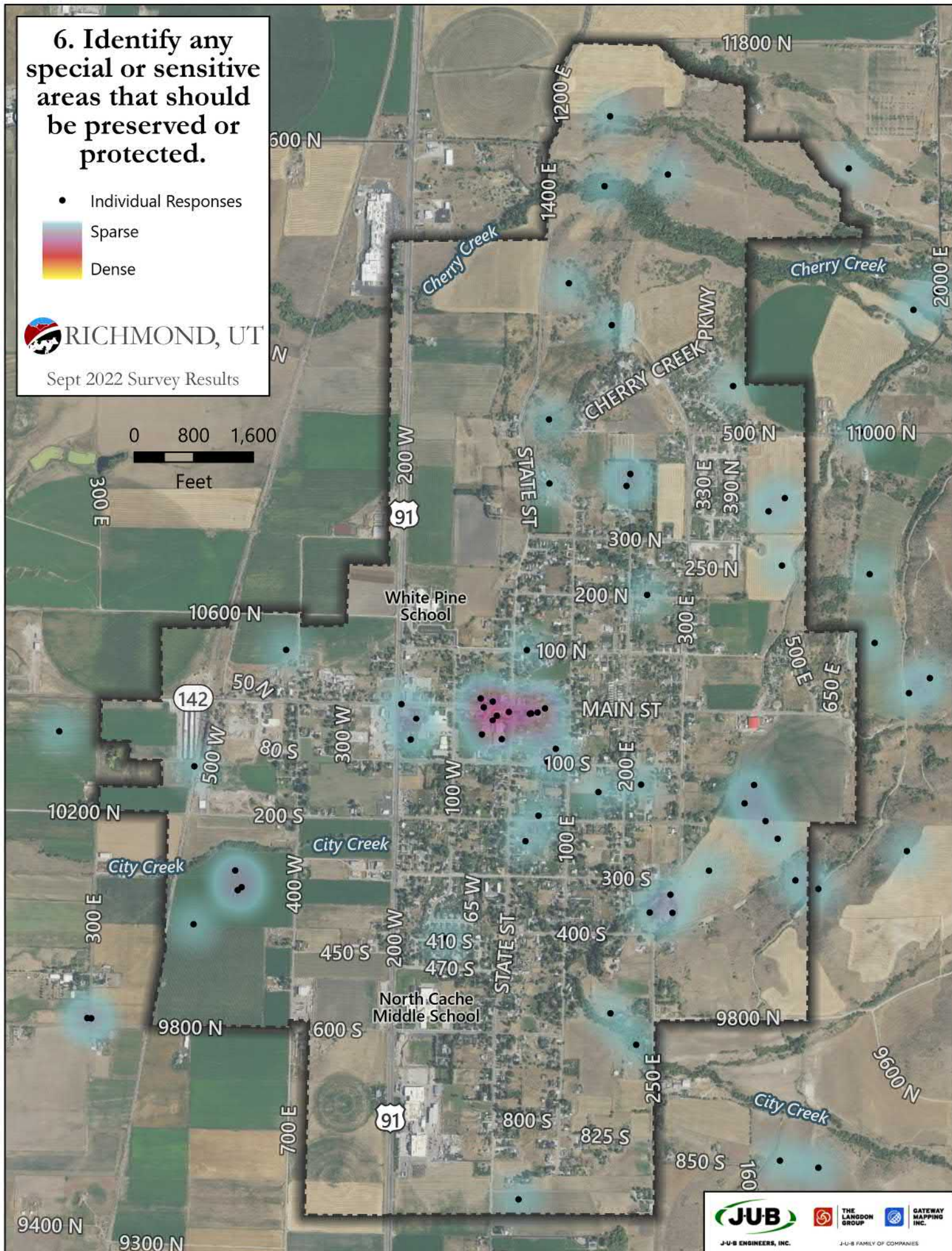
6. Identify any special or sensitive areas that should be preserved or protected.

• Individual Responses



 RICHMOND, UT

Sept 2022 Survey Results





## 7. Identify any special buildings that have special historical importance.

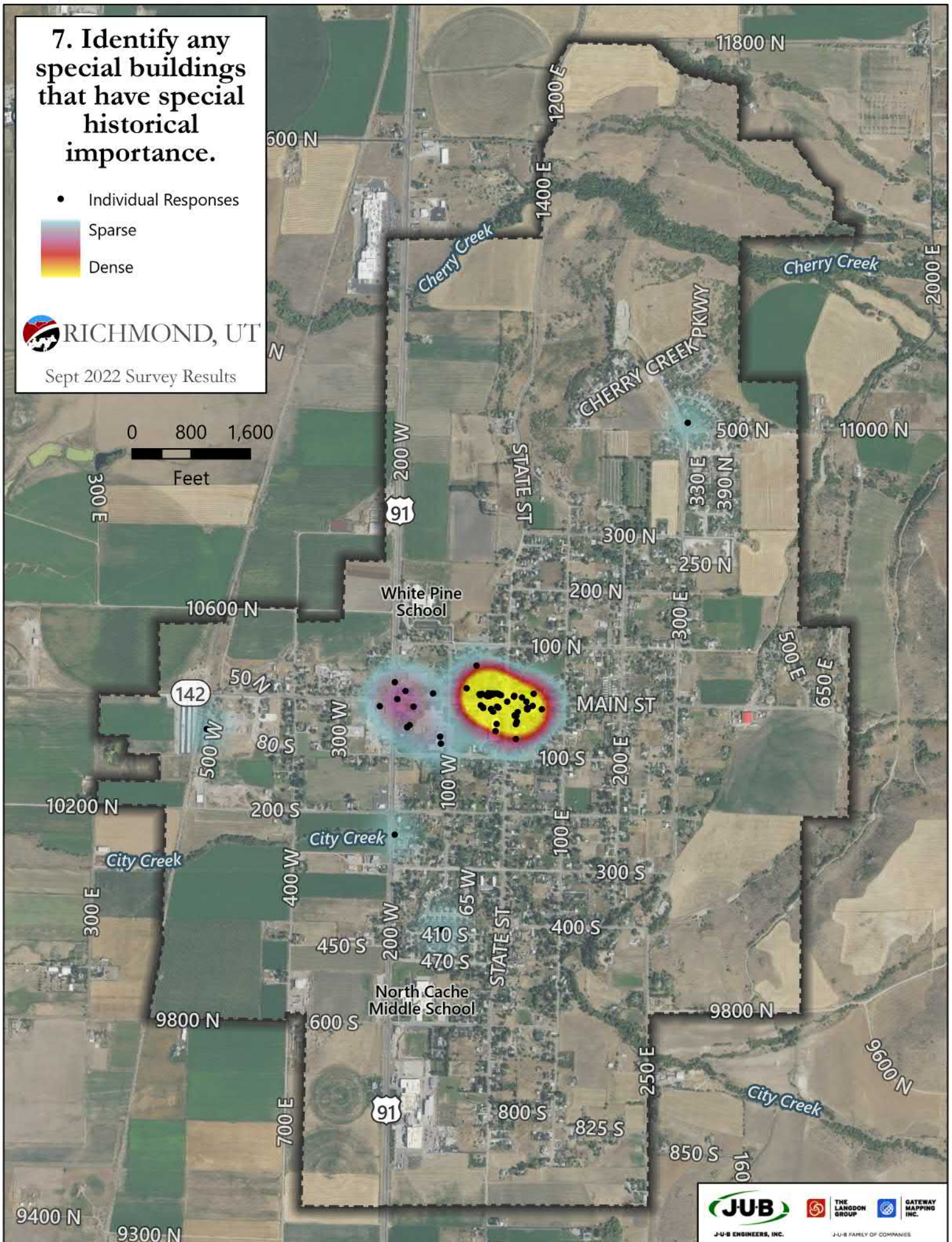
- Individual Responses



RICHMOND, UT

Sept 2022 Survey Results

0 800 1,600  
Feet









## Richmond most in need of a sidewalk.

- Dense



## Sept 2022 Survey Results





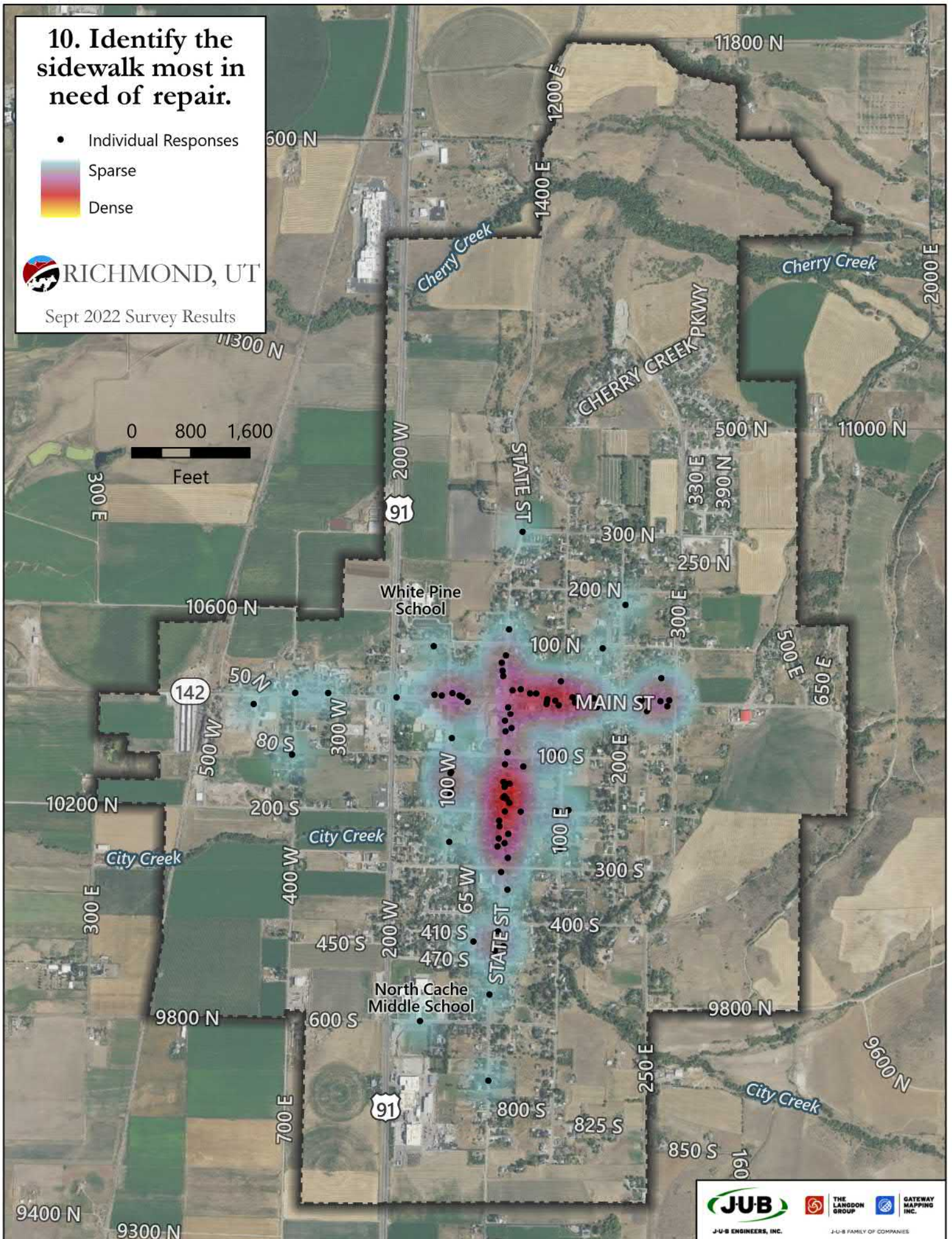
# 10. Identify the sidewalk most in need of repair.

• Individual Responses



Sept 2022 Survey Results

0 800 1,600  
Feet





# 11. Identify a road most in need of repair/improvement.

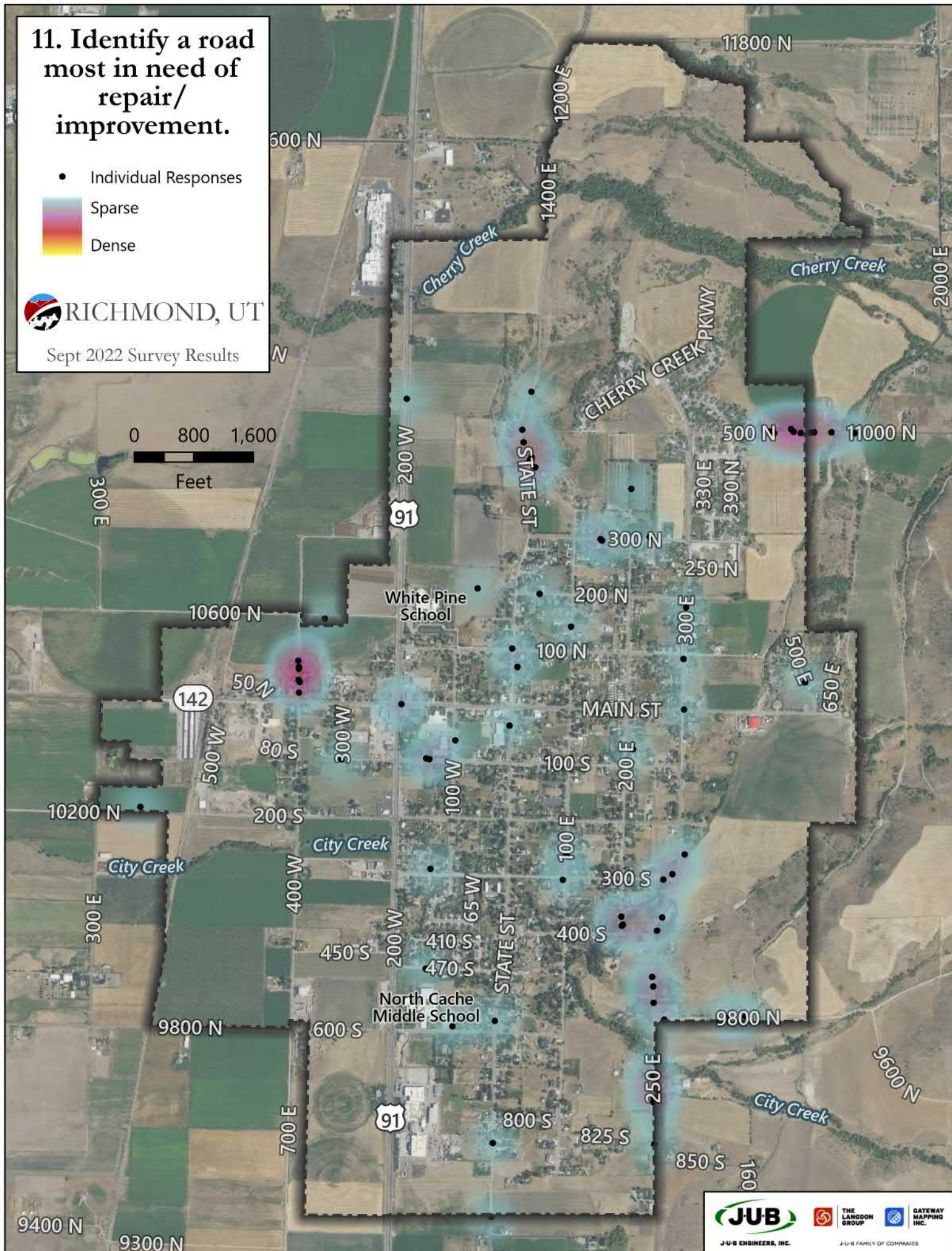
- Individual Responses



RICHMOND, UT

Sept 2022 Survey Results

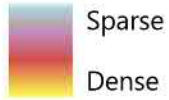
0 800 1,600  
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## 12. Are additional transit (CVTD) stops needed in Richmond?

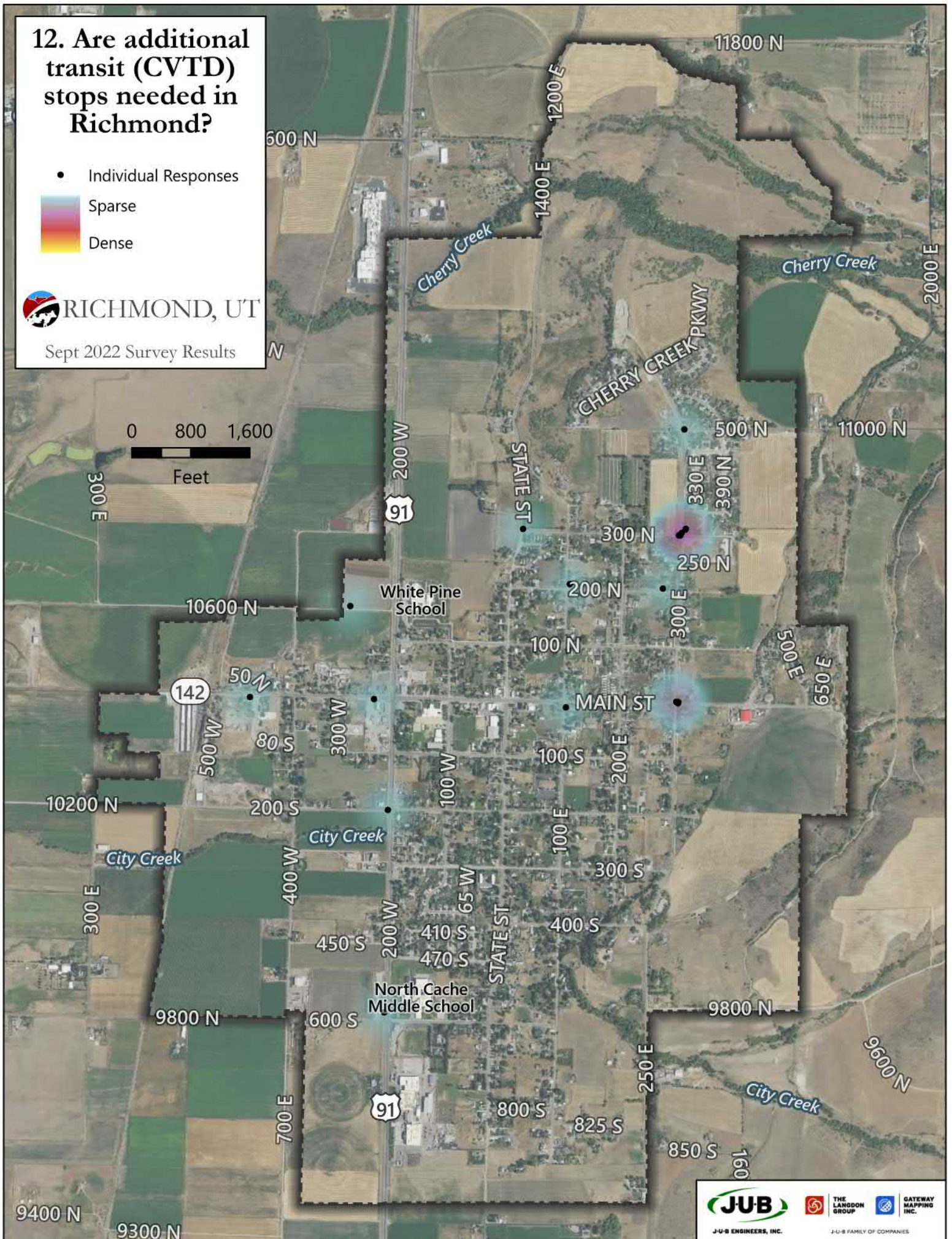
- Individual Responses



RICHMOND, UT

Sept 2022 Survey Results

0 800 1,600  
Feet





# APPENDIX C

## STAKEHOLDER SURVEY RESULTS





Responses are presented in the order in which they were received. Responses were received from the following stakeholders, listed in alphabetical order:

Bear River Association of Governments  
Cache County Government - Economic Development  
Cache Valley Transit District  
Lee’s Marketplace  
Utah Department of Transportation

Does your organization have a strategic or master plan that includes land area within Richmond city limits?	Yes (please provide a weblink or tell us where we can find it) - Does your organization have a strategic or master plan that includes land area within Richmond city limits?	Does your organization provide any services (utilities, transportation, employment) to the city of Richmond or its residents?	Yes (please describe) - Does your organization provide any services (utilities, transportation, employment) to the city of Richmond or its residents?	Does Richmond provide any public facilities or community services that benefit your organization?
Yes	<a href="https://cachempo.org/vision-plans/cmpo-regional-transportation-plan/">https://cachempo.org/vision-plans/cmpo-regional-transportation-plan/</a>	Yes	Hwy 91	Yes
Yes	We are currently in the process of developing our long range plan that will involve Richmond. When the plan is completed we will provide you with access to the plan	Yes	We provide bus service to within Richmond city boundaries and connections all cities from Preston, Idaho to Hyrum Utah.	Yes
No		No		No
No		Yes	Retail grocery store	Yes
Yes	A work in progress (General Plan). A strategic plan specific to economic development was completed three years ago but doesn't have a web link to share.	Yes	Upon request, we provide planning support, trails coordination, economic development, and related service.	Yes



Please describe your response of 'No' to the previous question.	Please describe your response of 'Yes' to the previous question.	Does the city of Richmond currently facilitate the operation of your organization?	Yes (please describe how in terms of fees, use of facilities, etc.) - Does the city of Richmond currently facilitate the operation of your organization?	Please describe how Richmond could better meet the CURRENT needs of your organization.	Please describe how Richmond could better meet the FUTURE needs of your organization.
	The local street and active transportation network keeps people and products moving.	No		Continuous collaboration on safety and mobility of transportation system	Continuous collaboration on safety and mobility of transportation system
	We participate in the Black and White days parade.	No		We would like to receive your planning commission agendas and minutes. This would help us in providing input from a public transit perspective and also aid in planning of service.	Keep us informed of new residential and commercial development plans
We provide services to local governments in the region - not to say that we don't benefit greatly from the awesome Richmond residents!		No		Richmond is very supportive of BRAG	Continue to be a supportive partner
	Police, fire, public works	No		None at this time	Continue to allow growth and infrastructure to accept more homes and population
	Community service: As a jurisdiction located within the county's boundaries, Richmond is as much a reflection of our community culture, mobile workforce/commutership patterns, and contributor to our quality of life as any other community.	Yes	Richmond leaders are encouraged to provide scoping perspective on any and all elements that affects citizens' choices or perceptions. Mayors and Council members are encouraged to weigh in on regional impacts and can influence policy discussions on countywide matters (e.g. solid waste discussions).	To the extent that city leaders have opinions or observations about the direction certain/relevant county services are directed, they are encouraged to make them known. A phenomenon that is not restricted to only Cache County is that rural communities situated further away from the county seat or administrative offices can blend in to the background with self-selected engagement. It's always appropriate for smaller/rural/further communities to offer their perspectives on various matters, lest the county become used to the frequency of communication from larger/more populated jurisdictions.	Contribute now to the broader discussions about the necessity of diverse workforce housing, legacy farming, open space preservation, transportation networks, broadband/utility cooperation, etc. Planning now is crucial for the buildout patterns of the future. Absence from such conversations can lead to a widening of the gap between (sub)urban centers and rural communities. Sometimes those gaps in communication with peers can mean communities that are smaller now can repeat avoidable pitfalls that peer communities have faced as they've grown. Greater collaboration between proximate peers can assure a more efficient deployment of limited government resources that's all too common in smaller communities.



As Richmond grows, will it have an effect on your organization?	Yes (please describe how in terms of fees, use of facilities, etc.) - As Richmond grows, will it have an effect on your organization?	Please describe POSITIVE effects of growth on your organization.	Please describe NEGATIVE effects of growth on your organization.	What are some ways the city of Richmond can help mitigate negative effects?
Yes	As more people move to Richmond it will require a variety of transportation options.	It will help us keep our economy and mobility safe.	Require more resources to main and construct	Good planning with land use and transportation
Yes	Access to the development via roads, road design, the need to install benches or shelters	Growth increases demand for our services. Well planned growth is easier for us to serve	It is easier for us to serve higher density than sprawl and low density. It is easier for us to serve longer corridors with easy connections through the road network	Involve us in planning as you are able. Let us know what your objectives for growth are so that
No		No real direct implications	If there is not enough affordable housing, that could impact our low-to-moderate-income households. Likewise, access to public transit will be beneficial for similar populations.	Allow housing choices for a variety of household income levels, including low-to-moderate income levels. Continue to work with CVTD to expand transit services as the community grows.
Yes	More traffic to our store, sales tax for the city.	Increasing sales, labor pool, more opportunities to be engaged in community events	Increase in theft, crime, and road traffic issues	Increase police presence plan for traffic increases
Yes	As any jurisdiction within the county grows (or shrinks) it will have an impact on the county's broader planning and funding efforts. It will also have implications related those in our legislative outreach and policy priorities.	Population growth isn't inherently bad if it creates an environment that honors our unique community character within Utah, allows a place to live for our (grand)children that were born and raised within the valley [and everyone else's too], adapts lessons learned from other urbanized areas along the Wasatch Front on how best to plan for such growth, and provides increased centers of employment that allows upward mobility for our citizens. More localized retail shopping options also means less "sales tax leakage" to adjacent or out-of-county municipalities and decreases needs for additional expensive lane-miles of roads between our communities and further away shopping districts. More residential rooftops can equate to greater attractiveness for commercial centers. More growth can also provide greater leverage for a city to take part in regional discussions and policy matters.	Depending upon the type of growth, it may require additional funding for certain services and/or budgeting more time/resources to accommodate. Again, depending upon the type and whether local incentives are deployed for certain types of uses (e.g. the intersection of housing types vs water consumption), there may be a greater need for tough conversations about cooperative systems and colocating of services (think regional sewer districts, regional parks, etc).	Use data to make decisions. Utilize peer groups (e.g. Utah League of Cities & Towns membership) to review city codes and ordinances to glean the most desirable outcomes from development patterns. Our challenges aren't unique and other communities have struggled through the development patterns we are now experiencing. We don't need to reinvent the wheel and there's efficiency to reviewing with peers what lessons they learned from how they chose to address we too are facing. Working locally but thinking regionally can also afford efficiencies by working with neighboring jurisdictions to reach economies of scale.



What do you see as limitations to economic development (infrastructure, market, other)?	What type of economic development opportunities do you see for Richmond?	Are there any other general comments you would like to make regarding this update to the Richmond General Plan?
A declining birth rate	Become a global community. People live, work and play in an amazing community.	Please connect Land use and Transportation discussions. Dream big.
increased congestion, limited transportation options to the personal car,	N/A	Thanks for allowing for our input.
I am concerned about the city allowing too much commercial along Highway 91. It will create similar problems to Hyde Park, North Logan, and Smithfield related to more traffic, unsafe conditions for cyclists/pedestrians/school children, and will yield a lower revenue per acre than more compact commercial development. I highly recommend the city works to concentrate at least the commercial side of economic development along Main Street. Access management will be critical along the Highway as well for safety and congestion reason.	Growing the historic downtown along Main Street - it is currently a blank slate and could be planned for in a way that only benefits the community economically and socially/culturally. For many communities it's too late, but Richmond is ripe for this type of downtown economic development planning. As pressures for development grow, the city needs to have zoning in place that encourages context sensitive growth.	Think outside the box. Growth pressures are not going away and this plan is the perfect opportunity for the city to really define what the community becomes in the future.
Water, utilities, roads	I think Richmond is about to explode economically, with restaurants, retail and services.	No.
It's always a challenge experienced by government that the best approach would be to install the additional capacity to certain utilities ahead of the development knocking on the door. However, public entity budgets don't work that way. We have to tax current residents to either build a reserve fund to pay cash upfront or employ bonding to proactively put in infrastructure before we have the receipts to pay for those kinds of improvements. Smaller communities are all the more challenged by this dynamic. So they often repeat hoppedscotched building and development patterns that make centralized planning and rollout of some services difficult. Similarly, not wanting to be responsible for the costs of large service areas that aren't yet producing revenue streams to cover costs, smaller jurisdictions often don't want to annex areas ahead of time that will ensure they can direct/manage growth in future decades. Piecemeal development just beyond city limits can pigeon-hole future options.	Play to your strengths and set expectations now with directed conversations with community stakeholders. Find your distinctive advantage(s) or complimentary business sectors. Limited retail along Hwy91 can help stave off sales tax leakage, but there are current population limits to that; use strategic nodes and east-west corridors too. Attracting targeted manufacturing cluster(s) could be good if it is complimentary to the community's objectives. If workforce numbers are low, then incentivizing automated manufacturing could be warranted. If the city has unique outdoor rec options available, placemaking/branding could be an option. Drafting (racing term) off of the inertia already created by nearby job centers/employers (e.g. input suppliers) is feasible, that can be a cost-effective strategy. Conducting a SWOT analysis and objectives-skillset matrix exercise with existing stakeholders will go a long ways to produce a strategic plan with pragmatic goals and objectives.	Think beyond our state's boundaries; multi-directional perspective. Utilize strategic benefits that in-state legislation offers and regional collaboration within the BRAG service area toward economic development to attract business investment and workforce mobility from neighboring Idaho communities too. Richmond is situated closer to Ogden's economic center than Franklin is to Idaho Falls. This is a retail-magnet advantage, as well as workforce mobility.  Become attractive to new families. It may be controversial re: sentiments related to growth, but new families means vitality to the local workforce - which means different/more options vs communities that shun growth. Employers want longevity from employees they invest in via training - i.e. return on investment. Young families can offer that. Access to this workforce is attractive to businesses - from manufacturing to new start-ups/entrepreneurs.  Depends on what you want - to be like everyone else nearby or to standout; priorities.



# REFERENCES

City of Richmond, 2013. “2013 Richmond General Plan.”

City of Richmond, 2019. “Moderate Income Housing Plan.”

City of Richmond, 2021. [Richmond Annual Water Quality Report](#)

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