First Reading: 12/15/15 Second Reading: 3/1/2016

ORDINANCE NO. 951

AN ORDINANCE OF THE CITY OF BENTON CITY, WASHINGTON, AMENDING THE COMPREHENSIVE PLAN, INCLUDING THE LAND USE MAP

WHEREAS, the City Council of the City of Benton City, Washington, pursuant to the Growth Management Act, adopted the City of Benton City Comprehensive Plan; and

WHEREAS, the Comprehensive Plan adopted may be amended and updated on an annual basis; and

WHEREAS, the Planning Commission of the City of Benton City has conducted a public hearing on November 18, 2015, to recommend adoption of amendments to the Comprehensive Plan, changing portions of the land use map to more closely align with existing and proposed land uses; and

WHEREAS, the Amended Comprehensive Plan is to be forwarded to the Office of Community Trade and Economic Development for the required sixty (60) day State review; and

WHEREAS, once the sixty (60) day review period has ended and comments received and evaluated, this Ordinance shall be adopted upon second reading; and

WHEREAS, the responsible official for the State Environmental Policy Act has determined that the amendments to the Comprehensive Plan will not have a probable significant adverse impact on the quality of the environment, and that the area-wide amendment is categorically exempt; and

WHEREAS, the development regulations for the City have been reviewed for consistency with the Comprehensive Plan as amended, and do not require any amendments other than the continued deliberation on the Critical Land's Ordinance; and

WHEREAS, the City Council finds that the Planning Commission's recommendations will aid the City in the anticipated orderly and coordinated development within the City; NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF BENTON CITY, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section1. That the City of Benton City Comprehensive Plan shall be and hereby is amended, as designated in the attached copy (Exhibit A).

Section 2. All remaining terms and conditions of the City of Benton City Comprehensive Plan not inconsistent herewith, shall remain in full force and effect.

Section 3. This Ordinance shall take full force and effect five (5) days after its approval, passage and publication as required by law.

PASSED by the City Council of the City of Benton City, Washington, and approved as provided by law this 1 day of March, 2016.

Linda Lehman
Mayor

Attest:

Stephanie Haug, CMC
City Clerk-Treasurer

Approved as to Form:

Kerr Law Group
City Attorney

CITY OF BENTON CITY

COMPREHENSIVE PLAN

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BENTON CITY

CITY OF BENTON CITY
COMPREHENSIVE PLAN

I. *Introduction*

The Comprehensive Plan is a decision-making tool. It is a broad statement of community goals and policies that direct the orderly and coordinated physical development of the city. The plan anticipates change and provides specific guidance for approval of rezones, subdivisions, and the development of the city. It reflects the results of citizen involvement, technical analysis, recommendations of the Planning Commission and adoption by the City Council of Benton City.

It is the role of local government not only to respond to the requirements of the Growth Management Act but also to the needs of its residents and businesses. People need a safe and secure place to live, an economy that provides jobs, ways to travel, schools, and recreation opportunities.

The City of Benton City's Comprehensive Plan, its text and maps, includes goals and policies that will provide guidance for public and private decision-makers. This plan provides the basis for the designation of land use, for infrastructure development, and for implementing community services. This plan is written for a planning period of twenty years with periodic updates and an annual review of capital projects.

The 2015 Comprehensive Plan amends the 2014 City of Benton City Comprehensive Plan, references each of the city's capital facilities plans, 6-Year Street Plan, and the capital improvement plan as amended. The plan considers the past and present of the community, and the people's prerogatives, with the requirements of the Growth Management Act.

Growth Management Act

The Growth Management Act (GMA) seeks to provide a managed framework for growth and development throughout the state. Factors influencing approval of the GMA by the state in 1990 included uncoordinated and unplanned growth, the lack of common goals expressing the public's interest, and degradation of the natural systems. Another principal factor was the threat from unplanned growth to health, safety, and to the high quality of life enjoyed by residents of the state. The GMA additionally requires that each city and county in Washington take action to periodically review and, if needed, revise its comprehensive plan and development regulations to ensure they comply with the GMA.

What is in the Plan?

The Comprehensive Plan includes the sections that are required under the GMA, including; land use, housing, transportation, utilities, capital facilities, economic development, park and open space, environmental, and community and public facilities.

The Comprehensive Plan touches on many aspects of community life and development, including the character of neighborhoods, standards of urban design, and the development of a vibrant economy. The plan will serve the citizens by providing guidelines for a safe, livable, and economically viable community.

The plan is organized into three sections, Introduction, Comprehensive Plan Elements and Appendices. Section 2, Comprehensive Plan Elements, includes the amended elements of the plan. Each element contains goals, policies, and strategies, which provide guidelines and criteria that, set the direction and substance for the community's development.

These elements are directed at enhancing the community's livability while meeting the concerns and desires expressed by the city's residents. The GMA requires the comprehensive plan to include

a future land use map. The Benton City future land use map and the text of the plan graphically describe the location of residential, commercial and industrial development areas, the community infrastructure needed, and the fiscal planning necessary to ensure the planning for the future is realistic.

Citizen Participation

This is the sixth amendment of the comprehensive plan since its adoption in 2001. The City involved the citizenry in the planning process as follows:

2001
Workshops July 19 & 26;
August 9 & 16, and September 6, 2001
SEPA Review and Determination DNS
Public Hearing August 30, 2001
City Council Adoption October 16, 2001

2003
Workshops
SEPA Review and Determination DNS
Public Hearing August 18, 2003
City Council Adoption

2006
Workshops June 28, July 25 and August 10
SEPA Review and Determination August 4, 2006
Public Hearing August 22 & 29, 2006

2007
Public Hearing May 30, 2007
Workshop June 26, 2007
City Council Adoption August 7, 2007

2010
Public Hearing September 23, 2010
City Council Adoption November 3, 2010

2013
Public Hearing January 28, 2013
City Council Adoption May 7, 2013

2014
Public Hearing May 27, 2014
SEPA Review and Determination DNS
City Council Adoption September 16, 2014

Benton City developed its vision statement to guide the comprehensive plan for the future.

> *"Benton City is an attractive and pleasant community whose economic growth is paced and easily managed. Known as a friendly and safe place to live, this rural atmosphere is maintained through constant and thorough communication in the community. Our City has clearly demonstrated what community pride can do, as is evidenced by well kept store fronts, yards, roadways and parks throughout and around our City. Children walk along well-maintained roads and sidewalks to schools that are integrated into the community and supported by a full complement of qualified teachers and staff. Citizens are afforded a multitude of recreational activities, from riding or walking on an upgraded pathway, to enjoying a leisurely swim in the community swimming pool, or picnicking in the tranquil waterfront park. A rural community whose ties to the "country" cannot be lost, Benton City businesses cater to a wide-spectrum of people, both citizens and welcomed guests. A blend of small industries consistent with the character of the community offer employment opportunities to residents, and an increasing tax base to the City. Affordable housing and services for all economic groups is enjoyed in our City and gives everyone the opportunity to coexist with the environment at the level they desire. Enjoy Benton City.... where pride creates the future."*

The city staff and Planning Commission made every effort to integrate the views of the residents and business community expressed through these events into the plan.

Overall Concept

Introduction

Comprehensive plans in Washington State must show compliance with the Growth Management Act through:

- Meeting goals and mandates of the Act and procedural criteria of the Washington Administration Code.
- Internal consistency. Each part of the plan must be integrated with all other parts, and all parts when considered together, should be achievable. All physical aspects of the plan should be able to coexist on the available land and be supported by adequate public facilities, and
- Consistency with the Benton County County-wide Planning Policies and state mandates.

Benton County's "County-wide Planning Policies"

Growth management planning is a cooperative process between Benton County and its cities. In coordinating the comprehensive planning process, the Growth Management Act required the County-wide Planning Policies to be developed through a collaborative process between county and city representatives. The County-wide planning policies are written policy statements used to initially establish a framework within which the counties' and cities' comprehensive plans were developed and adopted.

Urban Growth Area

The Urban Growth Area (UGA) is not proposed for expansion in this document. The city and county will coordinate development activities within the unincorporated portion of the UGA through commonly adopted management policies and an Interlocal agreement.

II. Comprehensive *Plan Elements*

Land Use

The Land Use Element is a key element of the Comprehensive Plan. This element physically describes the city's future residential neighborhoods, business activity areas, and employment centers. Each of the other plan elements that describe the capital facilities necessary for the physical development of the city must be consistent with the land use element. The Transportation Element must additionally describe the needed transportation infrastructure required to maintain concurrency with the transportation level of service (LOS) as property is developed. And finally, the Capital Facilities Element describes how the public infrastructure necessary for new development will be financed.

Land is a vital and finite resource. Land drives the economy of a city and its use ultimately determines the city's character. Growth and land development carries significant costs, not only to the developer or builder, but also to the community as a whole. Developed land is an ongoing financial responsibility for the city. Streets, water and sewer, law enforcement and fire protection, and other services have costs that need to be considered when designating land for development. Because fiscal resources, both public and private, are limited, it is important to consider the long-term effects of land use. With comprehensive planning, the substantial investment that is often necessary to serve land is better secured and protected.

The Land Use section includes a land use map, which provides a graphic view of the Benton City urban growth area, identifies appropriate and beneficial land use and establishes goals, policies, and strategies to provide guidelines for formulating decisions concerning the physical development of the city.

The land use map contained in this element of the plan replaces all comparable maps in the 2015 Comprehensive Plan.

Land Use Goals and Policies

Goal 1. – Respect private property owner's rights in all planning efforts.

Policy 1. Follow due process in all activities related to land use.

Policy 2. Review and/or revise the comprehensive plan once a year and at least every five years.

Policy 3. Involve the planning commission and other committees and groups in the ongoing planning process to represent the views and needs of the city.

Policy 4. Encourage property owner participation in the creation of local plans for public improvements, zoning, and other planning concerns.

Policy 5. Permit agricultural production on properties suitable for agricultural uses within the Urban Growth Area while such use is viable.

Goal 2. – Create a well-designed and aesthetically pleasing city.

Policy 1. Place multi-family residential developments next to arterial streets, along public transportation routes, or on the periphery of commercially designated areas.

Policy 2. Ensure that new development is consistent with established design standards.

Strategy 1. Consider expanding design standards to include a tree-planting program.

Strategy 2. Consider enhancing the existing sign ordinance and storm drainage requirements.

Strategy 3. Consider enhancing the community entrances to support a positive feeling on

entering the community.

Policy 3. Locate new high-density residential development so that residents will have access to walking and bicycle trails and public transit.

Policy 4. Ensure adequate buffering between land use types.

Goal 3. – Provide for the orderly development of the city.

Policy 1. Focus growth into areas that currently have adequate capital facilities to absorb new development.

Policy 2. Identify land needed for public purposes early in the planning process.

Policy 3. Ensure that the planning process does not artificially manipulate land values.

Policy 4. Identify development areas, planned service expansions, and the extensions of utilities to occur logically and to be cost effective.

Policy 5. Work closely with adjacent cities and Benton County to coordinate land use plans.

Policy 6. To encourage the County/City joint planning process for establishing "Joint Development Standards" that provide orderly growth and enable the most cost efficient expenditure of public funds when providing urban services into newly annexed areas.

Policy 7. Encourage the use of previously passed-over parcels within areas characterized by urban growth where they can help maintain LOS standards.

Policy 8. Discourage extensive amounts of large lot single-family development in areas that do not have access to irrigation water.

Policy 9. Encourage that residential development occurring beyond the UGA is consistent with the rural nature of the land.

Policy 10. Require that state and local permits be processed in a timely and fair manner to ensure predictability.

Goal 4. – Establish land use patterns that balance development and provide for diverse uses.

Policy 1. Provide adequate, well-located areas for public lands and facilities.

Strategy 1. Identify and obtain sites for public lands and facilities early in the development of an area to ensure that the facilities are well located to serve the vicinity and to reduce acquisition costs.

Strategy 2. Allow essential public facilities as a permitted or conditional/special use in the zoning code.

Strategy 3. Incorporate the provisions for the identification and siting of essential public facilities in the applicable zoning classification.

Policy 2. Plan for adequate commercial and industrial lands to provide for the establishment of an adequate tax base for required city services and facilities.

Policy 3. Provide diverse residential densities to permit housing for a variety of lifestyles and household income levels.

Goal 5. – Maintain the unique character of the city.

Policy 1. Maintain or improve the integrity and livability of established neighborhoods.

Policy 2. Establish a harmonious relationship between the natural and developed environment.

Strategy 1. Enhance and protect the flood plain of the Yakima River, and the uniqueness and

history of the area, including its geological features.

Policy 3. Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Land Use Map

This element includes the land use map with land use categories representing the future residential, commercial, and industrial neighborhoods throughout the UGA. The following seven land use designations are used to describe the relationships of future development.

a. **Agricultural Suburban (AS)** – The **AS** category is intended for lands that are rural in nature and have sufficiently large lots to allow for the maintenance of certain animals and farm crops, while at the same time establishing and maintaining a living environment of high standards for residential uses.

b. **Residential (R)**- The **R** category includes lands for various density residential uses, including single-family residential uses with an average unit density of one dwelling unit per one half acre or less, for single-family residential uses with an average unit density between one-half acre and seven dwelling units per acre, and for site constructed multiple family residential uses with an average density between eight and 25 dwelling units per acre.

c. **Commercial (C)** – The **C** category includes a variety of retail, wholesale and office uses. Within this category are motels, hotels, professional offices, and related uses. Also included are a variety of retail and service uses oriented toward residential and business customers, such as grocery store, and irrigation and hardware supply. Other commercial uses include automobile or heavy equipment uses that normally require outdoor storage and display of goods.

d. **Manufacturing/Light Industrial (I)** – The **I** category includes a variety of industrial manufacturing assembly, food processing, warehousing and distribution uses. Also included are uses involving the sale of retail and wholesale products manufactured on-site, and a variety of research and development uses for science or agri-business related activities.

e. **Public Lands (PL)** – The **PL** category is assigned to lands that either have an existing public use or are proposed for a future public purpose. Examples of existing public uses are the city office buildings, K-12 school properties, parks, and state and federal lands intended for public use.

Overview – The proposed Benton City UGA (approved and proposed) is approximately 2.5 square miles in area. At full development R designated lands can house approximately 7,000 residents living within approximately 1,000 acres of varying types and densities of residential neighborhoods comprised of single family site constructed or manufactured homes, multifamily units, manufactured home parks, and mixed use structures.

Business locations are provided within three **C** designated areas totaling approximately 161 acres in area, for a wide range of commercial activities, including: community, agricultural and highway commercial, office and business park, together with many varied general business activities.

Manufacturing, warehousing and many varied light industrial business activities sites are provided within four **I** nodes totaling approximately 209 acres.

Development Potential

During the planning process associated with this comprehensive plan update, three (3) growth areas were identified and are shown on the land use map as having the potential for substantial growth during the period of this comprehensive plan.

Residential growth is evident in several areas of the city. New housing developments are currently in the planning stages, breaking ground or under construction at locations which include; the area south of Kendall Road and west of 14th street, ~~Sanlyn Estates,~~ Treadway Estates, the vicinity north of Karen Avenue, and just north of Hazel Avenue, which was formally the Johnson's Subdivision.
The development areas are described as: (1) Kiona Interchange and vicinity, (2) Port of Benton

Industrial Site and vicinity, and (3) North SR 225 and vicinity.

(1) Kiona Interchange and Vicinity: Commercial and industrial development will be influenced by proximity to I-82. Utilities are proposed for extension to serve future development in a two-phased timeline, which will also benefit the existing single-family neighborhood in the vicinity. There are currently 37 single-family homes in the unincorporated Kiona neighborhood.

(2) Port of Benton Industrial Park and Vicinity: Improved access and utilities extended in the vicinity of the port property will additionally serve adjacent industrial and residential zoned lands. Future growth is anticipated to be a mixture of single-family and industrial development.

(3) North SR 225 and Vicinity: Future growth is anticipated to be a mixture of residential densities and business and general commercial. Residential development is expected to infill west of the 100-year flood plain toward SR 225 and from the westerly boundary of the UGA toward SR 225. Future commercial development is expected to continue along SR 225

For the growth potential in these areas to be fully realized, water, sewer and street infrastructure is planned to be extended, constructed and/or improved. The Waste Treatment Plant was upgraded in 2005 to meet National Pollutant Discharge Elimination System (NPDES) permit standards and to accommodate commercial, industrial and residential growth.

Employment

The City of Benton City is located within an extensive agri-business area. Total employment in the community can be generalized in three categories; agri-business, government services and professional and retail services. The largest employers are the Kiona-Benton City School District, and the City of Benton City.

Population

Table 1 – Benton City Decennial Population

Year	**1940**	**1950**	**1960**	**1970**	**1980**	**1990**	**2000**
Population	200	863	1,210	1,070	2,087	1,806	2,624
Rate of Change	N/A	332%	40%	-11.5%	95%	-13.5%	45.3%

Table 2 - Benton City Population Past 16 Years

Year	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Pop.	1835	1910	1950	2090	2110	2110	2135	2175	2175	2624	2720	2250	2790	2815	2840	2840

Tables 1 and 2 describe the historical population within the city limits. The population projections shown in Table 3 describe the future population growth within the Benton City Urban Growth Area (UGA), which is greater in area than the present corporate limits. Currently there are 254 single-family residences within the unincorporated portions of the UGA with an estimated population of 610. In 2006 the combined populations, in the incorporated and unincorporated areas, within the UGA is projected at 3,450.

The Benton County Comprehensive Plan established the population growth rate for Benton City based upon a 2% annual growth rate as shown in Table 3. During this same timeframe the Office of Financial Management projected the 2025 population of Benton County to increase by approximately 13,928.

Table 3 - Population Projections

2005	2010	2015	2020	2025
3,291	3,609	3,609	4,204	4,502

Housing

The GMA requires the Housing element to be included in the comprehensive plan. The housing element addresses the housing needs of the community over the coming years. The GMA also provides that the housing element must address encouragement for the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage the preservation of the existing housing stock. The amended housing goals, polices and strategies are listed in the following:

Housing Goals, Policies, and Strategies

Goal 1. – Preserve and enhance established neighborhoods in a manner that is consistent with the overall city land use plan.

Policy 1. Identify, reinforce, and protect the character of established residential neighborhoods.

Policy 2. Encourage new single-family development to be compatible with the scale and character of adjacent single-family areas.

Policy 3. Maintain the single-family character of the greater Benton City area while acknowledging the necessity of providing affordable housing.

Policy 4. Establish separate residential zoning districts based upon the character of housing types, enhancement of property values, mitigation of impacts to adjacent properties and dwelling unit density.

Goal 2. – Ensure compatibility of residential development with established and projected land use patterns.

Policy 1. Locate multi-family residential housing so it does not disrupt single-family neighborhoods.

Strategy 1. Limit multi-family residential housing and mobile home parks to areas where access can be provided to public streets without creating congestion or disruption to single-family residential neighborhoods.

Policy 2. Multi-family development should have direct access to an arterial street. Traffic generated from multi-family development will be directed away from single-family neighborhoods.

Policy 3. Use flexible design standards in multi-family development to mitigate impacts on less intense adjoining land uses.

Strategy 1. Consider mitigating impacts of new multi-family residential developments on single-family neighborhoods in a combination of the following: additional setbacks, buffers, open space, parking areas, fencing, screening, landscape, recreational space, and architecture. Multi-family residential housing may not have more floors than the adjacent and nearby single-family dwellings.

Strategy 2. Require a binding site plan that identifies the scale and location of all buildings, parking areas and driveways, recreational facilities, building elevations, and landscaping, screening or fencing.

Strategy 3. On properties large enough to accommodate two or more buildings each building will be different from its neighbor in shape and size, and be varied so that there is no obvious or repeated pattern.

Policy 4. Require that multi-family residential development bear the burden of transition and mitigation when the development is near single-family residential neighborhoods.

Strategy 1. Multi-family buildings adjoining or facing a single-family district will not be more than one story in height.

Policy 5. Allow high density residential to locate in established residential areas only when they will not detract from the existing character of the neighborhood.

Strategy 1. Consider limiting multifamily housing to a scale compatible with the surrounding structures in established neighborhoods.

Strategy 2. When a proposed multi-family development faces or adjoins the front, side or rear yard of existing single family residences, which have established an aesthetic quality or character for the immediate vicinity, the proposed multi-family development must observe the established neighborhood character and be harmonious in site arrangement, compatible in site development and landscaping, and be reasonably integrated in such detail as roof shape, finish materials, color, etc.

Policy 6. Use natural and topographical changes, when possible to buffer and separate multi-family residential developments from single-family neighborhoods.

Strategy 1. Where land is essentially level a perimeter multifamily building must not exceed the established height (elevation) of existing buildings on adjoining properties.

Strategy 2. Where the land is gently and uniformly sloping, a building may match but not exceed the floor to ground relationship established by existing buildings on adjoining properties.

Strategy 3. Where the land is steeply rising and where there is a marked topographic division between the land and adjoining properties a building may be two stories but cannot exceed the height (elevation) of an existing building on adjoining properties.

Policy 7. Require residential developers to provide adequate buffering from adjoining agricultural uses. They will additionally be responsible for reducing the conflict between the dissimilar uses.

Goal 3. – Encourage the development of affordable housing for all segments of the population.

Policy 1. Evaluate the effect of impact fees on the affordability of housing before establishing such impact fees.

Policy 2. Accommodate the potential need for housing while avoiding a market perception of a shortage of land available for residential development.

Strategy 1. Make provisions to house the forecasted increase in population during the planning period.

Strategy 2 Consider encouraging the development of residences above businesses in commercial districts, either as a permitted use or by conditional use permit.

Policy 3. Encourage the provision for a variety of single-family housing types to facilitate home ownership.

Policy 4. Encourage residential uses that support increased densities, while maintaining the single-family character of existing neighborhoods, such as duplexes or accessory units.

Policy 5. Encourage higher density single-family neighborhoods near commercial centers and other facilities/services to encourage pedestrian rather than vehicular circulation.

Policy 6 Allow accessory residential units in residential zones, upon approval of a conditional use permit.

Strategy 1. Consider requiring that the design or alteration of an accessory unit must be

compatible with the scale and character of adjacent single-family homes, including parking areas and driveways.

Strategy 2. Allow property owners to integrate an accessory dwelling unit into a single-family home or garage.

Goal 4. – Promote a variety of residential densities and housing types.

Policy 1. Encourage opportunities for home ownership through the availability of a variety of housing types.

Strategy 1. Encourage a range of housing types and densities including but not limited to small lot single-family, zero lot line developments, cluster housing, town houses, condominium, accessory apartments, and manufactured homes both in parks and on subdivided lots.

Policy 2. Encourage different residential types within a multifamily zone.

Strategy 1. Allow a variety of multi-family residential housing types, such as townhouses, courtyard buildings, small cottages, duplexes, triplexes, and four, six and eight-plexes in the higher density residential districts.

Strategy 2. Permit retirement homes as a conditional use in multi-family residential zones.

Strategy 3. The development of usable outdoor space above ground in a multi-family building such as roof terraces, roof decks or balconies may be considered an addition to the area of the parcel when computing the dwelling units yield.

Strategy 4. The area of automobile parking for multifamily dwellings provided under the floors of or on the roof of habitable parts of the building may add two square feet to the area of the site for every one square foot of such parking area when computing the dwelling unit yield.

Strategy 5. The area of covered automobile parking for multifamily dwellings may be considered an addition to the area of the parcel when computing the dwelling unit yield.

Projected Housing

The available land for residential development as shown on Map 1, includes 338 acres for Low Density Residential, 602 acres for Medium Density, and 53 acres for High Density Residential for a total of 993 acres with a projected population at full development of 6,862 housed within 2,860 dwelling units.

The population forecast for the term of this plan is shown in Table 3. The Population Projection proposes an additional 1,052 new residents housed within 438 new dwelling units by 2025.

Income

The following tables describe the household income by owner or renter status and the poverty status by household and age of householder.

Table 4 Household Income by Occupied Housing Units

	Total	Owner Occupied	Renter Occupied
Total Units	871	691	180
Less than $5,000	37	32	5
$5,000 to $9,999	41	32	9
$10,000 to $14, 999	91	71	20
$15,000 to $19,999	66	53	13
$20,000 to $24,999	65	30	35

$25,000 to $34,999	148	121	27
$35,000 to$49,999	160	122	38
$50,000 to $74,999	172	151	21
$75,000 to $99,999	59	51	8
$100,000 to $149,999	25	25	0
$150,000 or more	7	3	4
Median Household Income	$33,641	$35,903	$28,500
Mean Household Income	$39,745	$41,072	$34,651

Table 5 Poverty Status in 1999 of Households by Household Type by Age of Householder

	Households with income in 1999 below Poverty Level						Households with Income in 1999 at or above Poverty Level				
	Total	All Ages No./ Pct	Under 25	25 to 44	45 to 64	65 & Over	All Ages	Under 25	25 to 44	45 to 64	65 & Over
Total Households	874	125 / 14.3	16	77	28	4	749	11	345	241	143
Family Households	617	72 / 11.7	4	54	14	0	545	11	268	185	81
Marr-Couple Family H-holds	426	26 / 6.1	0	17	9	0	400	11	180	150	59
Other Family H-holds (no spouse)	191	46 / 24.1	4	37	5	0	145	0	88	35	22
Male H-holder No Wife	87	16 / 18.4	4	7	5	0	71	0	53	13	5
Female H-holder No Husband	104	30 / 28.8	0	30	0	0	74	0	35	22	17
Nonfamily H-holds	257	53 / 20.6	12	23	14	4	204	0	86	56	62
Male H-holder	129	27 / 20.9	0	23	4	0	102	0	61	26	15
Female H-holder	128	26 / 20.3	12	0	10	4	102	0	25	30	47

Table 6 Poverty Levels By Age By Household – Income Deficit

	Population with Income in 1999 below Poverty Level					Population in Income in 1999 at or above Poverty level				
	Total	All Ages No./ Pct	Under 65	65 to 74	75 & Over	Mean Income Deficit	All Ages	Under 65	65 to 74	75 & Over
Total in Poverty	2,524	396 / 15.7	393	0	4	$3,048	1,128	1,931	105	92
In married-Couple Families	1,557	104 / 6.7	104	0	0	$1,202	1,453	1,342	68	43
In Other Families	660	213 /2.3	213	0	0	$1,346	447	423	12	12
Male H-holder, No Wife	314	112 / 35.7	112	0	0	$1,530	202	195	2	5
Female H-holder, No Husband	346	101 / 29.2	101	0	0	$1,179	245	228	10	7
Unrelated Individuals	307	79 / 25.7	75	0	4	$10,022	228	166	25	37

Economic Development

The GMA requires jurisdictions to encourage economic development consistent with the comprehensive plan and to promote economic development opportunity for all. This element directs development into the commercial and industrial lands within the 20-year development area.

Economic Development Goals, Policies and Strategies

Goal 1. Promote commercial and industrial development that creates economic diversification.

Policy 1. Support the efforts of local economic development organizations in their promotional activities to attract new industries to the area.

Policy 2. Encourage industrial development that diversifies and strengthens the local economy and is compatible with surrounding land use.

Policy 3. Limit non-industrial uses in industrial districts to those uses that complement or support industrial development.

Policy 4. Foster the retention and development of long-term working or trading activities that create or add value to the community.

Policy 5. Provide adequate appropriately zoned land to accommodate the city's projected commercial and industrial needs.

Policy 6. Permit residential uses in commercial areas only if they are accessory to the commercial uses.

Goal 2. Ensure infrastructure support for the orderly and cost effective development of commercially and industrially zoned land.

Policy 1. Establish development standards adequate to safeguard the environment and ensure compatibility with surrounding land uses.

Policy 2. Group industrial uses to maximize infrastructure efficiency and minimize service provision.

Policy 3. Prepare a replacement schedule for all utilities recognizing each system's design life and providing a financing plan for replacement and upgrades.

Policy 4. Combine access points to arterials to the greatest extent practical.

Strategy 1. Create and adopt commercial and industrial development standards that will include requirements for building bulk, heights, setbacks, landscaping, floor area ratios, open spaces, and development incentives.

Policy 5. Require that commercial and industrial development provide adequate services and public amenities.

Policy 6. Limit commercial development to areas where adequate facilities and services exist or can be provided at the time of development.

Policy 7. Encourage the infill of existing commercial centers and strips before creating new neighborhoods and community commercial centers.

Goal 3. Promote renovation of existing commercial and industrial areas to enhance their appearance and function.

Policy 1. Establish design and performance standards for redevelopment.

Goal 4. Control development of commercial and industrial areas.

Policy 1. Limit commercial and industrial businesses to those areas large enough to be economically viable.

Policy 2. Encourage the development of open space framed by commercial or civic buildings, to allow pedestrians to rest and interact, and to improve the city's appearance.

Policy 3. Develop and establish design and performance standards for new commercial and industrial districts.

Policy 4. Improve the appearance of existing commercial areas and create performance standards for all new developments; including, but not limited to signage, landscaping, setbacks, and buffer areas.

Policy 5. Separate commercial and industrial activities based upon land use characteristics, type of transportation corridors, amount of traffic generated and geographic location.

Funding Mechanisms

To create new basic employment the Economic Development Administration (EDA), a federal agency, provides infrastructure grant opportunities to site new industries. Infrastructure projects to promote the creation of new basic employment are ranked by category through the local Comprehensive Economic Development Strategy (CEDS) process administered by the Benton-Franklin Economic Development District, a division of the Benton-Franklin Council of Governments.

The Community Economic Revitalization Board (CERB) is a state economic development resource strategically focused to help business and industry create and retain jobs in partnership with local communities. CERB provides financing (grants and loans) for construction of public facilities that support private sector development and increased employment opportunities. The Office of Trade and Economic Development, working to enhance and promote sustainable economic vitality, provides management support to CERB.

Community Facilities

The community facilities described in this section include municipal buildings utilized for conducting city business, public schools for the education of Benton City's children, and essential public facilities for the location of state or federal institutional buildings. Map 2 shows the general location of certain community facilities in Benton City

Goal 1. Provide adequate public facilities for community services.

Policy 1. Provide adequate space for the provision of municipal services.

Policy 2. Provide adequate space for community interaction, fellowship, and recreation.

Policy 3. Cooperate with other public jurisdictions for the provision of space and services.

Schools

The Kiona-Benton City School District serves a student population of approximately 1,600 students housed in three schools: Elementary (grades K-5), Middle (grades 6-8), and Kiona-Benton City High School (grades 9-12).

School Goals and Policies

Goal 1. Promote planned development of Kiona Benton public school sites.

Policy 1. Locate public schools close to existing or proposed residential areas.

Policy 2. Require improved streets and sidewalks between new schools and the nearest arterial streets.

Policy 3. Require that residential developments have a location for buses to stop and a turning radius on cul-de-sacs that can accommodate school buses.

Policy 4. Require that location, design, and construction of school facilities be compatible with existing land use, drainage, and natural systems.

Goal 2. Promote cooperation between the city and the local school district to provide adequate opportunities for community utilization of school facilities.

Policy 1. Maintain open communication between the city and school district.

Policy 2. Provide park and recreation facilities adjacent to, or in conjunction with, school district properties whenever possible.

Policy 3. Encourage future development of school grounds to complement park development.

Essential Public Facilities

Benton City will participate in a cooperative regional process to site essential public and transportation facilities of regional and statewide importance with the objective to protect environmental quality, optimize access and usefulness to appropriate jurisdictions, and to equitably distribute economic benefits/burdens throughout the county or region.

Goal 1. To promote the development of a cooperative regional process for the siting of essential public services of regional and statewide importance.

Policy 1. Develop a uniform siting procedure, which enables selection of optimum project sites and appropriate size relative to intended benefit area.

Parks and Open Space

The Growth Management Act requires the city to encourage the retention of open space and the development of recreational opportunities. Through zoning and the FEMA ordinance the city maintains the floodway of the Yakima River within the city in essentially open space, allowing only field agriculture and temporary uses. The city maintains three parks:

City Park is 1.31 acres in size and includes playground equipment, a stage, and a kitchen and picnic area.

Legion Heights Park is 1.87 acres in size and includes playground equipment, basketball court, horseshoe pits, and picnic area.

Prospect Park is 3.36 acres in size and includes tennis courts, volleyball courts, a skate park and a parking area.

The Lions Club operates a ball field complex.

In 2008 the city built a paved bike/walkway path along the Kiona Canal (Phase 1) from 14th Avenue from the Yakima River east and north to the vicinity of Hope Lane, approximately 2.0 miles. The city also made improvements to the entrance of the Yakima River Access Park, including a concrete boat ramp.

The long-range city policy is to continue to provide a variety of local recreational facilities for the city's residents as funds become available. The City requires that new development provide its own recreational space consistent with the LOS of 10 acres of parkland per 1,000 population.

Park and Recreation Goals and Policies

Goal 1. Provide a variety of well-distributed accessible parks and recreational facilities.

Policy 1. Plan new parks, and develop parks and recreation programs based on current and anticipated community needs.

Strategy 1. Require the donation of land or payment in lieu of dedication of land for parklands to mitigate the impacts of new residential development to the city's park and recreation system.

Policy 2. Provide a range of programs and facilities for year round recreational choices.

Policy 3. Develop a system of trails and paths that interconnect local and regional destinations.

Strategy 1. Provide trails for walking, bicycling, hiking, and jogging.

Strategy 2. Establish trails that are harmonious and compatible with existing natural features.

Open Space Goals and Policies

Open space areas can separate incompatible land uses; provide corridors in urban areas; protect stream and water courses; provide refuge for wildlife; provide linkage between schools, parks, and major areas of public activity; and buffer major roadways, as well as provide aesthetic relief from developed areas and preserve the natural character of the area.

The Yakima River flows through the center of the city from west to east to its confluence with the Columbia River at Richland. The river corridor provides a greenway relief for the diversity of flora, migrating fauna and recreational opportunities for residents and visitors.

Goal 1. Provide for the preservation of open space and encourage aesthetic development and preservation of natural areas, historical resources, open space, and structural facilities.

Policy 1. Enhance the environmental and aesthetic qualities of the city.

Policy 2. Protect the views and features that are unique to the Benton City area.

Strategy 1. Provide buffers for sensitive areas.

Park System

The city owns a total of 7.5 acres of park property, of which approximately 3.7 acres are developed for recreational use. The Lions Club additionally owns a park called the "Field of Dreams".

Project Development

The Community Facilities projects identified during this planning period are listed in Table 7, which follows

Table 7 – Community Facilities Capital Improvement Plan

PROJECT	ESTIMATED COST
Aquatic Park	$2,500,000
City Park Improvements	$200,000

Environmental/Critical Areas

The Washington State Growth Management Act requires municipalities to protect the environment and enhance Washington State's high quality of life, including air and water quality and the availability of water. Cities are required to regulate and protect fish and wildlife habitats, wetlands, steep slopes, and the shorelines of the Yakima River while providing access to natural resource lands and water.

The Yakima River is a river of statewide significance to be regulated by the city's shoreline master program. The river is additionally an aquifer recharge area, a wildlife habitat area, has areas containing wetlands and a frequently flooded area. The Yakima River is additionally noted for periodic severe flooding during the winter and spring months. The 100-year flood levels are mapped on the FEMA Flood Insurance Rate Maps for the City of Benton City and Benton County. The Yakima Valley narrows near Benton City and is an especially high-quality riparian corridor and major nesting place for many species of indigenous and migratory birds. Habitat and regulated species mapping is provided by the Washington State Department of Natural resources and U.S. Fish and Wildlife Service and should be utilized when identifying critical areas and considering mitigation of development proposals.

Hydrogeology

The Benton City Urban Growth Area, situated along the Yakima River is located on the Columbia Plateau near the westerly edge of the Pasco Basin. The Columbia Plateau is underlain by a series of basalt flows and sedimentary interbeds commonly referred to as the Columbia River Basalt Group. These Miocene-age flows erupted between 17 and 6 million years ago. The flows have formed a generally horizontal, layered sequence, which have an estimated thickness of 14,000 feet at the plateau's low point near Pasco. In order of decreasing age, the upper three major formations of the Columbia River Basalt Group of relevance to this plan include the Grande Ronde, Wanapum, and Saddle Mountain Basalts. These three formations comprise the Yakima Basalt Subgroup. The overburden of the Columbia Plateau includes consolidated to unconsolidated deposits of fluvial, lacustrine, and volcanic origin. Benton City lies upon alluvium, which is primarily sands and gravels occasionally cemented or mixed with clay and flows of the Saddle Mountain Basalts.

Benton City is located near the structural and topographic low points of the Columbia Plateau. To the north lies a major topographic high, known as the Rattlesnake Hills. These hills are the expression of a large anticline, which trends east-southeast. In the immediate vicinity of Benton City, there is a series of east to northeast trending anticline features and several normal faults. These features, coupled with downcutting by the Yakima River, have given rise to a large basaltic cliff just south of the town, on the south side of the river. The city maintains four municipal water supply wells. The primary aquifer supplying Well No. 1 is alluvial gravel. The depth of this well is about 115 feet. Wells Nos. 2, 3, and 4 are 157, 179, and 360 feet deep, respectively. They collect water from fractured and porous layers within the Saddle Mountain Basalts. The productive Saddle Mountain Basalt zones utilized by the city wells appear to be located between about elevations 326 and 225, below a clayey interbed. This clayey unit is about 60 to 80 feet thick at the city wells, and is extensive, based upon the logs of private wells from Washington State Department of Ecology. Some of these logs call this unit the Mabton interbed; however, based on regional studies, it is assumed to be an interbed within the Saddle Mountain Basalts. Recharge to the aquifers is provided by lateral migration of groundwater and vertical infiltration of precipitation and irrigation water.

The alluvial thickness at the city wells ranges from about 38 to more than 115 feet, and the land elevation ranges from about 450 to 600 feet. The Saddle Mountain Basalt is reportedly up to about 400 feet thick in the vicinity. The top of the Mabton interbed is reportedly at about elevation 250 feet, and its thickness is estimated to be between 50 and 100 feet. The top of the Wanapum Basalt is estimated to be at about elevation 200 feet or lower, and is estimated to be up to about 1,000 feet thick. Little information on the thickness of the Vantage interbed is available for Benton City, and the top of the Grande Rounde Basalt is estimated to be at about elevation minus 800 feet

Environmental Goals, Policies and Strategies

Goal 1. Preserve the natural environment when possible.

Policy 1. Protect wildlife habitats in designated open space and wetlands areas.

- Strategy 1. Base the protection methodology on the size, location, and vulnerability of the wildlife habitat and species.
- Strategy 2. Acquire and protect key significant wildlife habitat areas
- Strategy 3. Ensure the preservation of a variety of habitat types, sizes and locations.
- Strategy 4. Regulate any filling or the disturbance of wetlands and wetlands vegetation and the surrounding buffer area.
- Strategy 5. Inventory, classify, designate, and adopt regulations that will protect the shoreline areas of the Yakima River.
- Strategy 6. Inventory, classify, designate, and adopt regulations that will preserve and protect wetlands with no net loss of this resource.

Strategy 7. Inventory, classify, designate, and adopt regulations that will protect the shoreline areas of the Yakima River.

Policy 2. Preserve natural drainage ways.

Strategy 1. Promote public awareness of the natural drainage ways, their role in the vicinity and area, and the importance of maintaining natural drainage systems.

Strategy 2. Establish standards for the retention, recharge, and treatment of stormwater runoff channeled from impervious surfaces.

Strategy 3. Subsequent development within the flood hazard areas of the urban area should be regulated in accordance with the National Flood Insurance Program.

Policy 3. Regulate development in geologically hazardous areas.

Strategy 1. Require engineering, architectural, or geo-technical investigations and certifications for approval of development permits or authorizations to proceed in hazardous areas.

Policy 4. Prevent isolation of communities of endangered, threatened, or sensitive species.

Policy 5. Protect surface water and groundwater supplies.

Strategy 1. Restrict development that significantly degrades or depletes surface waters or groundwater.

Policy 6. Use a critical areas ordinance, a shoreline management ordinance, the state environmental policy act (SEPA) and other ordinances as needed to protect the environment.

Goal 2. Enhance the natural environment where possible.

Policy 1. Provide incentives for the restoration of degraded wetlands, watercourses, and other important natural systems.

Policy 2. Encourage the development and maintenance of non-regulated wetland areas.

Policy 3. Utilize the best available science to mitigate development impacts to environmentally sensitive areas.

Goal 3. Mitigate adverse environmental impacts.

Policy 1. Mitigate all adverse impacts to wetlands.

Policy 2. Require the mitigation of impacts from development adjacent to sensitive areas.

Policy 3. Require a dust control plan be submitted to the city whenever ground cover is disturbed in a development.

Goal 4. Minimize the impacts of development to property owners while not adversely impacting critical areas.

Policy 1. Use density bonuses, planned unit developments, transfer of development rights and other measures as appropriate for the protection of critical areas.

Goal 5. – The City should recognize and protect the functions and values of the shoreline environments of Statewide and local significance. For shorelines of statewide significance, protection and management policies are as follows:

Policy 1. Maintain areas within the shoreline jurisdiction with unique attributes for specific agricultural, commercial, industrial, residential, recreation and open space long-term uses.

Policy 2. Ensure healthy, orderly economic growth by allowing those economic activities

which will be an asset to the local economy, and for which the adverse impacts on the quality of the shoreline and surrounding environment can be mitigated.

Policy 3. Provide safe and adequate circulation systems to shorelines where the routes will minimize adverse impacts on unique or fragile shoreline features and existing ecological systems, while contributing to the functional and visual enhancement of the shoreline.

Policy 4. Develop and implement management practices that will preserve, protect, enhance and restore unique and nonrenewable shoreline resources, environments, or features.

Policy 5. Identify, protect, preserve and restore, significantly important archeological, historical and cultural sites located in shoreline areas.

Public Facilities

The GMA requires the city to address the siting and location of additional public facilities needed to accommodate new growth during the term of the comprehensive planning process. Specifically, improvements to the domestic water system, storm and sanitary sewer systems, and transportation network necessary to ensure consistency with each of the other elements will be discussed in this element.

Water System

The documents utilized to manage the City of Benton City's water system and protect the groundwater from contamination include the Drinking Water Regulations, Chapter 246-290 WAC, City of Benton City Water Facilities Plan, as amended and Wellhead Protection Plan, December 1996 by Shannon and Wilson.

Background and Inventory

Benton City depends entirely on groundwater for its source of potable water supply. The city's four operating wells are located within the city limits. Well No. 1 is located near the intersection of Eighth Street and Horne Drive in the downtown area. Wells No. 2 and 3 are located in Legion Heights near the intersection of the eastern city limit boundary and the Kiona-Benton Canal right-of-way. Well No. 4 is located off Corral Creek Road.

Wells No. 1 and 3 are the primary wells used to supply the system. Well No. 4 is used during peak supply times and emergencies. Well No. 2 is used only during emergencies. All of the wells are located in buildings with controlled access and are provided with flow meters and air lines. Wells 1, 3, and 4 have facilities available for the installation of chlorination equipment.

The city has two pressure zones. Pressure Zone No. 1 serves customers between elevations 455 and 570 feet. A 0.4 million-gallon standpipe located in Legion Heights Park provides water storage to Zone No. 1. The tank is supplied indirectly from the four city wells. The tank is controlled through the use of an altitude valve and has an overflow elevation of 650 feet. Pressure Zone No. 2 has a .75 million gallon elevated storage tank. This zone services customers between elevations 550 and 650 through a booster pump station. The booster pump station is fed from the 0.4 million-gallon standpipe in Zone No. 1.

Table 8-Water Rights

Source	Certificate No.	Max Instantaneous Rate (gpm)	Max Yearly Allocation	
			Primary	Supplemental*
Well No. 1	270-A	300		73
Abandoned Well	991-D	100		110
Well No. 2	6481-A	150		240
Well No. 3	2138-A	400		162
Well No. 4	G4-25149C	1,500		882
			1,122**	

*Supplemental water rights are the allowable annual ac-ft from a single source, not to exceed 1,122 ac-ft from all sources combined.
** 1,122 ac-ft is the permitted annual maximum withdrawal from all sources combined.

The physical location of the city water transmission lines, reservoir, pumps, etc are described in the Water Facilities Plan, referenced in Appendix D.

Water Goals and Policies

Goal 1. – Provide an adequate supply of high quality domestic water to residential, commercial, and industrial users.

Policy 1. Encourage water conservation through a variety of programs and incentives for residential and commercial users.

Strategy 1. Determine the acceptable level of service for the domestic water system by the fire flow requirements established in the comprehensive water plan.

Policy 2. Require that new residential, commercial, or industrial development provide an on-site water system consistent with the city's comprehensive water plan, and municipal and fire district standards.

Strategy 1. Require that minimum fire flow standards be consistent with Washington State standards for residential, commercial, and industrial neighborhoods.

Strategy 2. Maintain full metering.

Policy 3. Develop new water sources, transmission, and storage close to the areas of growth as the city expands.

Wellhead Protection

In December 1996, the City of Benton City received a Wellhead Protection Plan prepared by Shannon and Wilson at the bequest of the Benton-Franklin Council of Governments. The plan describes the aquifers and potential sources of contamination, and recommends management procedures for reducing the propensity for groundwater contamination. The following goal and policies were recommended in the Wellhead Protection Plan to be included in the comprehensive plan for protection of the ground water aquifers.

Goal 1. To protect the quality and quantity of the ground water used for public supplies by means of the following policies.

Policy 1. Cooperate with agencies charged with the regulations of commercial and industrial chemicals, such as Ecology, to prevent chemical contamination of ground waters.

Policy 2. Preclude contamination of ground water from failing septic systems by continuing to require that all occupied buildings be connected to the sanitary sewer system.

Policy 3. Be especially watchful of chemical spills in the vicinity of the Yakima River, since the river corridor is Benton City's only known aquifer recharge area.

Policy 4. Require that drainage outfalls into the river be equipped with treatment facilities if necessary to remove pollutants such as petroleum products.

Policy 5. Encourage agencies with jurisdiction, such as Benton County, to regulate ranching and agriculture in the area around Benton City, so as to prevent wastes associated with those industries from entering the groundwater, especially wastes contributing to high nitrate levels.

Policy 6. Prepare an overall stormwater plan to guide public and private investment in stormwater facilities.

Policy 7. Maximize on-site retention in new developments, to increase the chances of runoff recharging the groundwater in a manner similar to that, which occurs in nature.

The City should consider, at a minimum, creating a wellhead protection overlay zone on the City's zoning map to cover the ten year management area for Well Nos. 1 and 2, which have moderate to high and moderate susceptibility ratings, respectively. The overlay zone should not be overly restrictive; instead, it should call for vigilance in granting building permits and dealing with zoning issues. The overlay should restrict the presence of potential contaminant sources such as those included in Table 15, Wellhead Protection Plan, Shannon & Wilson, Inc., December 1996.

In the course of updating the zoning code, consideration should be given to the removal of commercial and industrial cleaning establishments from the list of permitted uses in light industrial zoning classifications and moving them into the conditional use category. The revised zoning code should also specify the conditions under which these uses can be permitted.

In updating the zoning code, the City should consider adopting a cluster or PUD design provision in the zoning code which allows development to be clustered away from current or potential future well sites.

The City should carry out an extensive public education program to inform residents of the community of the importance or protecting the integrity of groundwater sources.

Wastewater Disposal

This section of the Public Facilities Element is referenced to the City of Benton City Wastewater Facility Plan, as amended.

System

The wastewater treatment system, completed in 2005, includes the headwork's building with monitoring, mechanical, electrical and standby power generator; UV disinfection building with furniture, accessories, monitoring mechanical, electrical, office, laboratory and restrooms; "Biolac" aeration basin and integral clarifier; lift station, piping, vaults, manholes, and flow monitoring; conversion of Lagoon #3 to infiltration basin; lining existing sludge Lagoon #2; access road; and restoration.

Sewer Goals, Policies and Strategies

Goal 1. – Operate and maintain an efficient wastewater treatment facility.

Policy 1. Require that developers cover any increased costs for the provision of sewer interceptors and increased treatment capacity.

Strategy 1. Require developers to plan and complete work in accordance with the comprehensive sewer plan.

Policy 2. Operate the sewer waste water system within state and federal guidelines.

Strategy 1. Ensure that personnel are adequately certified in the operation and maintenance of the wastewater treatment facility.

Project Development

The following public facilities capital improvement plan describes sewer and water projects necessary to generally maintain consistency with the land use element and serve the development areas noted on the Land Use Map. Table 10 compares the anticipated water and sewer revenues, M & O costs, estimated project costs, and project revenues available for project construction.

Table 9 – Public Facilities Capital Improvement Plan

UTILITY		PROJECT	ESTIMATED COST
WATER	**2006-2016**	Replace Pipe to Well No. 2	$ 27,000
		Interior Inspection of Zone 1 Tank/Relining	$ 100,000
		Phase I Piping along River Road	$ 75,000
		Pipeline to I-82 Business Park	$ 150,000
		Mainline Water Valve Replacement	$ 75,000
		Annual Pipe Replacement	$. 25,000
		Kendall Road Piping	$ 164,000
		Total	**$ 912,000**
	2017-2025	Phase II Piping along Lower River Road	$ 320,000
		Pipe along Highland Rd. & Hazel to Horne Drive	$ 212,000
		Pipe along Highland Rd. to Corral Creek & Horne Drive	$ 612,000
		Annual Pipe Replacement	$ 25,000
		I-82 Business Park Water Tank	$ 350,000
		Total	**$1,743,000**
		Grand Total	**$2,630,000**
SEWER	**2006-2016**	Replace 9th Street Sewer Line	$. 33,000
		Annual Pipe Replacement	$ 26,000
		Rehabilitation/Replacement of Lift Stations	$ 100,000
		Pipeline to I-82 Business Park	$ 200,000
		I-82 Com./Indust. Development Phase I	$ 750,000
		Total	**$1,109,000**
	2017-2025	Replace Chris Avenue Sewer Line	$ 85,000
		Annual Pipe Replacement	$26,000
		Total	**$ 111,000**
		Grand Total	**$1,222,000**

Table 10
20-Year Public Works Financial Analysis

	Year	Forecasted Revenue	M & O Costs	Project Revenue	Project Costs	Ending Balance
Water						
	2006-2015	$2,600,000	$3,900,000	-$1,300,000	$912,000	-$2,212,000
	2016-2025	$2,800,000	$5,185,000	-$2,385,000	$1,743,000	-$4,128,000
	Water Total	$5,400,000	$9,085,000	-$3,685,000	$2,655,000	-$6,340,000
Sewer						
	2006-2015	$4,500,000	$5,900,000	-$1,400,000	$1,109,000	-$2,509,000
	2016-2025	$5,800,000	$6,372,000	-$572,000	$111,000	-$683,000
	Sewer Total	$10,300,000	$12,272,000	-$1,972,000	$1,220,000	-$3,192,000

Funding Mechanisms

The city is not able to directly finance scheduled utility improvements, however; there are several state and federal funding opportunities available to local jurisdictions for the improvement of water and sewer projects. However, the program emphasis changes periodically and its difficult for a small city to keep abreast of the funding opportunities. At the current time Benton City should become familiar with the Centennial Clean Water Programs, Public Works Trust Fund, Community Development Block Grant, and the Community Economic Revitalization Board (CERB).

The Centennial Clean Water Fund and the State Revolving Fund has a separate funding process and is administrated by the Department of Ecology.

CERB provides financing for construction of public facilities that support private sector development and increased employment opportunities.

Transportation and Circulation

This element establishes Benton City's transportation goals, policies, and strategies for the 20-year planning period. It will direct transportation decisions regarding annual plan updates including, the Six-Year Transportation Improvement Plan, the Capital Facilities Plan for Public Works Facilities, and the Annual Budget. It will also affect development review and approval, land use, and zoning decisions, and continuing transportation programs. This element is additionally referenced to the most current City of Benton City Pavement Management Plan.

Streets and street segments are generally classified into four categories of condition, depending upon the quality of the surface and other attributes concerning their efficient use.

These categories are excellent, fair, good, and poor. The city contains streets with each of these classifications. These streets, their classifications, and the number of lanes are described further in this chapter.

Benton City's circulation system is a network, moving people and goods by pedestrian, bicycle, equestrian and motorized transportation modes. Maintaining adequate service levels for efficient circulation requires concurrency. Transportation requirements must respond to population growth, land use, and the ability of government revenues to fund public improvements.

Planning for long-term transportation improvements and expansions will ensure the adequacy of the transportation network, maintaining level of service throughout the planning period. Long-term planning of transportation will also ensure the enhancement of alternative modes of transportation.

Streets and Highways

City streets were identified using the Washington State Department of Transportation (WSDOT) Roadway Functional Classification System. The WSDOT and the Federal Highway Administration define four functional street classification categories that are applicable to urbanized areas. The four classes of streets are principal arterial, minor arterial, collector arterial, and access streets. These classes recognize a transition in street use from strictly providing access to property to regional mobility. They are grouped according to their traffic volumes, geometric characteristics, and the type of land use they serve. Traffic volumes on city streets can be measured by counting Average Daily Traffic (ADT). Functionally Classified Arterials are shown on Map 3, page 41 of this document.

Table 11 –Street Functional Classification	**MILES**
Major Collector:	
SR 225 – 0.11 to 2.69	2.58
SR 240 – 039.64 to 042.54	2.9
Hazel Avenue – Horne Road	0.21

Minor Collector:	
7th Street – Babs to North C/L	1.13
Dale Avenue – 13th Street to 7th Street	0.44
Horne Road – 7th Street to SR 225	0.11
13th Street – Hazel Avenue to Dale Avenue	0.57
Babs Avenue – Dale Avenue to 9th Street	0.78
Local Access: All public streets not otherwise classified	
Total Classified Streets	8.72

GMA requires that LOS standards be regionally coordinated. This coordination occurs locally through the Benton-Franklin Council of Governments (BFCG), which is the Regional Transportation Planning Organization (RTPO) for the bi-county area. The regionally adopted level of service standard is LOS C.

One of the more significant requirements of the GMA is that if a proposed development will cause the LOS of a transportation facility to decline below the adopted standard then the proposed development cannot be approved for construction unless transportation improvements or strategies to accommodate the impact of development are made concurrent with the development. Such development and improvements should additionally be anticipated in the Comprehensive Plan.

Parking

The majority of the parking in Benton City is off-street. In the downtown area it is curbside. Due to the rural character of the community this is sufficient for the amount of traffic.

Aviation Facilities

Residents of Benton City have access to the Tri-Cities Airport in Pasco for commercial flights on major carriers to national and international destinations. The Richland Airport provides business and small-plane flights.

Railroads

The Burlington Northern-Santa Fe (BNSF) mainline from Seattle to Chicago passes through Benton City.

Rideshare/Vanpool

Ben Franklin Transit of the Tri-Cities operates a regional rideshare/vanpool program. BFT will put a vanpool together as long as one end of the commute is in their public transportation benefit area. In addition to matching individuals for their vans, BFT also matches people for private van and car pools.

Truck Routes

The Statewide Freight and Goods transportation System route segments within Benton City are shown in the following table. Annual tonnage shown for the classification is in thousands.

Table 12 – Freight and Goods Annual Tonnage

	Tonnage Class	Annual Tonnage
I-82	T1	Over 10,000
SR 225	T-3	300 to 5,000
Old Inland Empire Highway	T-3	300 to 5,000
Corral Creek Road	T4	Seasonal Weight Restriction

Traffic Circulation

The Benton City Urban Growth Area is divided north south by the Yakima River and I-82, and east

west by SR 225. SR 225 extends northerly between I-82 and SR 240. Hazel Avenue (Old Inland Empire Highway) traverses westerly from SR 225 to Biggam, Whitsran and Prosser adding to the traffic on Horne Road (SR 225). Horne Road serves the high school and also provides access to the downtown area. The historical area of Kiona is situated southerly of I-82.

Table 13 provides an inventory of state and federally owned transportation facilities in the City of Benton City.

Within Table 13, the designator for Rural Interstate is 01 and 07 is a designator for Rural Major Collector under the Federal Functional Classification system. HSS is an acronym for Highways of Statewide Significance.

Table 13 – Inventory of State Owned Transportation Facilities

Jurisdiction	Route Designation	SR MP Enter UGA	SR Leave UGA	Functional Class	HSS or Non-HSS	Posted Speed	# Lanes	Exist AADT	Exist Truck %
BENTON CITY	I 82	96.15	96.73	01	HSS	70	4	12,145	19
	SR 225	0	0.78	07		35	2	6,625	N/A
	SR 225	0.78	1.19	07		30	2		
	SR 225	1.19	2.01	07		25	2		
	SR 225	2.01	3	07		35	2		

Street Inventory & Evaluation

Table 14 describes an inventory of existing streets. Where appropriate, streets have been segmented to reflect varying conditions. Unless otherwise specified, the speed limit throughout the city is 25-mph. Street surfaces range from Asphalt Concrete Pavement (ACP) to Bituminous Surface Treatment (BST) to gravel. Paving condition is rated as excellent, good, fair, or poor or a combination thereof. All improved streets are two-lane. Street widths, where appropriate, are indicated as curb-to-curb, gutter-to-gutter, and at times as a "nominal" width due to slight variations. Parking availability is indicated, as are sidewalks. Additional comments relate to landscaping, utility pools, illumination, curbs, gutters, sidewalks (locations missing segments, condition) gravel shoulders, parking areas, potholes, cracks, and adjacent activity centers (school, play fields, city hall, etc.).

TABLE 14 – CITY OF BENTON CITY STREET INVENTORY

No	Street/Cross Streets	Road Class	Speed Limit	Condition of road/roughness	# of lanes	Width	Parking available	Illumination	Sidewalk	Additional Comments
1	Abbey Ave: SR 225 to 2nd St.		25	ACP, Very Good	2	23' nom.	no	Yes	no	
2	SR 225 @ Abbey		35	ACP, Good	2	31' *	no		8' diamond lane	Incl.8' Diamond Ln. W. side
3	2nd St.: SR225 to 2nd			ACP, Excellent	2	24'	no	I/S only	no	
~~4~~	~~Alma Ave.: SR 225 to 2nd~~			~~ACP~~	~~2~~	~~23.5'~~	~~no~~	~~no~~	~~no~~	~~Util.Poles 5' off S. side~~
5	Alma Ave.: 2nd to W. end			APC	2	16' – 18' nom.	no	no	no	Util. Poles 5' off S. side
6	Babs Ave: 1st St. to E. end		20	ACP, Excellent	2	26' nom.	no	no	no	
7	Babs Ave.: 1st to SR 225			ACP, Excellent	2	22' nom.	no	Yes *	no	* Illum. @ I/S of First
8	1st St.: Babs Ave. to N. end			BST, Very Good	2	21' nom.	Off street	no	no	
9	3rd St.: Babs Ave. to Carol Ave			BST, Good	2	20' nom.	no	Near Belle	no	Minor lateral cracks
10	Belle Ave.: 3rd to 6th St.			BST, Poor	2	42' C – C	Yes	no	no	Minor lateral cracks
11	Belle Ave.: 6th St. to 7th St.			BST, Very Good	2	24'	no	no	no	
12	6th St.: Babs Ave. to Belle Ave.			BST, Good	2	18' to 21' nom.	no	no	no	Util. Poles W. side
13	SR 225 @ 6th, E & W			ACP, Good	2	37' nom.	Yes		W. 13' Diam. Ln. *	* To E. 8th
14	7th St.: Babs Ave. to Chris Ave.		25	ACP, Excellent	2	40'	Yes	Yes	Yes	
15	Carol Ave.: Seventh to 3rd St.		25	BST, Good	2	17' – 18' nom.	no	no	no	Util. Poles fire hydrants @ S. edge
16	Carol St.: 3rd to E. end			Unimproved road	2	12' - 14' var.	no	no	no	(private rd?)
17	Cora Ln.: Carol Ave. to N. end			Unimproved road	1	12' – 14' var.	no	no	no	
18	7th St.: Chris Ave. to Dale Ave.		25	ACP Excellent	2	40'.	Yes	Yes	Yes	
19	Chris Ave.: 7th St. to 9th St.			BST, Fair	2	21' nom.	no	no	no	Some cracks, potholes, no side drain
20	Dale Ave.: 8th St. to 9th St.			ACP, Excellent	2	40'.	Yes	Yes	Yes	Abuts park
21	8th St.: Dale Ave. to Della Ave.			BST, Very Good	2	22' – 48'	yes	yes	6' E. Della south 150'	Abuts park, sidewalk old, cracked

No	Street/Cross Streets	Road Class	Speed Limit	Condition of road/roughness	# of lanes	Width	Parking available	Illumination	Sidewalk	Additional Comments
22	Della Ave.: 7th St. to 9th St.			BST, Fair to Good	2	23' nom.	Off street	@ I/S only	no	Some edge potholes
23	8th St.: Della Ave. to Ellen Ave.			ACP, Excellent	2	21'	Off street	no	no	
24	Ellen Ave.: 7th to 9th Streets			ACP, Very Good	2	24' nom.	Off street	no	No	
25	8th St.: Ellen Ave. Horne Rd.			ACP Excellent	2	21'	Off street	*	No	* @ intrsection SW corner of Horne
26	Horne Rd.: 7th to 9th Streets			ACP, Excellent	2	40'	Yes	Yes	Yes	
27	7th St.: Horne to Dale Aves.		25	ACP, Excellent	2	40'	Yes	Yes	Yes	
28	7th St.: Horne Rd. to NCL			BST, Good	2	28.5' C – C	no	Intermittent	no	
29	Hope Lane: 7th St. to W. end			ACP, Excellent	2	22 – 23' nom.	Off street	no	no	
30	Della Ave.: 9th St. to 11th Sts.			BST, Fair to Poor	2	27' - 36' @ walk	yes	@ I/S's	4' N. side	Edge Breakdown, parking unpaved
31	Della Ave.: 11th to 13th Sts.			BST, Fair	2	18' nom.	Off street	@I/S's	no	Cracking, no side drainage
32	Della Ave.: 13th to W. end			BST, Very Good	2	41.5' C – C	Yes	yes	no	APC W. of Sunset Court
36	Grace Ave.: 13th St. to Horne Rd.		20	BST, Good - Fair	2	36'	yes	no	yes	
37	Horne Rd.: Hazel to Grace Aves.			ACP, Excellent	2	43' nom.	no	@ I/S's	9' diamd. lane W. shldr.	9' diamond, 11.5,11.5, 11' shoulder
38	Horne Rd.: Grace Ave. to 9th St.			ACP, Excellent	2	43' nom.	no	@I/S's	W. 6' offset B/P walkway	Bus stop near Grace Ave. I/S on east
39	Fay Ave.: 9th St. to 10th St.			BST, Good	2	24' nom.	Off street	@ I/S's	no	Abuts school yard on north
40	Fay Ave.: 10th St. to W. end			BST, Good	2	41.5' C – C	Yes	no	4' S. side	Abuts school yard on north
41	10th St.: Fay to Ellen Aves.			BST, Very Good	2	41.5'	Yes	no	4' west side	
42	10th St.: Ellen to Della Aves.			BST, Very Good	2	20' – 21' nom.	Off street		*	4' sidewalk E. side N. of Ellen 100'-+
43	Ellen Ave.: 9th to 13th Sts.			BST, Very Good	2	32' nom.	Off street	no	no	

No	Street/Cross Streets	Road Class	Speed Limit	Condition of road/roughness	# of lanes	Width	Parking available	Illumination	Sidewalk	Additional Comments
44	Edith Ave.: 9th to 10th Streets			BST, Fair - Good	2	40' C – C	no	@I/S	*	* North side of 10th to 75' E. school bus barn & W. of 10th
45	10th St.: Della to Dale Avenues			BST, Fair - Good	2	20' nom.	no	@ I/S	no	Some cracks, irregularities
46	Dale Ave.: 9th to 10th Streets			BST, Poor	2	30' Nom.	Yes	yes	no	
47	Dale Ave.: 10th to 13th Sts.			BST, Fair - Good	2	20' – 22' nom.	Off street	no	no	Some cracks
48	11th St.: Dale to Della Aves.			ACP, Good	2	21' Nom.	Off street	no	no	
49	12th St.: Dale to Della Aves.			ACP, Good	2	18' Nom.	Off street	no	no	
50	12th St.: Della to Ellen Aves.			ACP, Good	2	27' Nom.	Off street	@IS's	no	
51	14th St.: Dale to Babs Aves.			ACP, Excel.	2	40.5' C – C	No	No	4' East side	New street. West walk from Dale to 100' south.
52	Chris Ave.: 14th to 9th Sts.			ACP, Good to Fair	2	21' Nom.	No	No	No	Some cracks
53	Babs Ave.: 14th to 9th Sts.			ACP, Excel.	2	40.5' C – C	No	No	4' North Side	8' Bike Lane N. Side
54	9th St.: Babs to Chris Aves.			ACP, Good	2	33'	No	No	No	8' Bike/ped lane, W. side
55	9th St.: Chris to Dale Aves.			ACP, Good	2	50'	No	Yes	No	8' Bike/ped lane, W. side
56	9th St.: Dale to Ellen Aves.			ACP, Good	2	66' C – C	Angle L & R	Yes	5.5' L & R	Business District
57	9th St.: Ellen Ave. to Horne Dr.		20	ACP, Good	2	41' Nom.	Off street	Yes	*	* 6' Bike/ped path offset West
58	Hazel Ave.: Horne Dr. to WCL	LA	25	ACP, Excellent	2	24' to 36'	No	No	No	Grassy shldrs. Vary 2' – 6'
59	Angelene Blvd.: Horne Dr. to E. end	LA		ACP Excellent	2	41.5' C – C	Yes	@ I/S	No	
60	Horne Dr.: Hazel to Ida Aves.			ACP Excellent	2	43' to 45' Nom.	No	@ I/S's	Dia. Lane w. shldrs.	
61	Ida Ave.: Horne Dr. to 11th St.			ACP, V. Good	2	23' Nom.	No	@ I/S's	No	
62	Ione Ave. Ida to Irene Aves.			ACP, V. Good	2	23" Nom.	Off street	Yes	Intermit.	

No	Street/Cross Streets	Road Class	Speed Limit	Condition of road/roughness	# of lanes	Width	Parking available	Illumination	Sidewalk	Additional Comments
63	13th St.: Ida to Jane Aves.			BST, Good – Fair	2	24' Nom.	Off street	No	No	
64	Cedar St.: Ida to Irene Aves.			BST, Good to Fair	2	18' Nom.	Off street	No	No	
65	Irma Lane: Ida Ave. to end			Gravel, Good	2	18' Nom.	No	No	No	
66	11th St.: Ida Ave. to Christopher			ACP, V. Good	2	21' - 22' Nom.	No	No	No	
67	Irene Ave.: 11th to 13th Sts.			BST, Good	2	21' Nom.	Off street	No	No	Some edge failure, Breakdown
68	Jane Ave.: 11th to 13th Sts.			BST, Good	2	24' Nom.	Off street	No	No	
69	Jane Ave.: 11th to 9th Sts.			BST, Good - Fair	2	33' Nom.	No	No	No	Considerable cracking
70	Karen Ave.: 11th to 12th Sts.			BST, Good	2	41' Nom.	Yes	No	No	
71	12th St.: Karen Ave. to N. end			BST, Good	2	44' Nom.	Yes	No	No	
72	12th St.: Karen to Jane Aves.			ACP, Good	2	25' Nom.	No	@ I/S	No	
73	Karen Ave.: 12th St. to Horne Dr.			BST, Fair to Poor	2	25' Nom.	No	No	No	
74	Horne Dr.: Karen Ave. to NCL			BST, Fair to Good	2	27' Nom.	No	No	No	Some Cracking
75	Horne Dr.: SCL to NCL			BST Fair to Good	2	24' Nom.	No	No	No	
76	Neptune Ave.: Horne Dr. to east			ACP, Fair to Good	2	46'	Yes	@ I/S	No	
77	Jill Ave.: Horne Dr. to 13th St.			ACP, Good	2	40' Nom.	No	No	No	
78	Horne Dr.: Karen to Ida Aves.			BST, Good	2	45' – 50' Nom.	No	No	* W. side Dia. Shldr.	Bike/Ped W. shldr.
79	Irene Ave.: Horne Dr to 13th St.			ACP, Good	2	20- 24' Nom.	Off Street	No	No	

Revised August 2006

City streets in need of the most immediate attention include:

- **Dale Ave: 13th Street to SR 225** – Rebuild and widen asphalt roadway, curb, gutter and sidewalks
- **Chris Avenue: SR 225 to 14th Street** – Rebuild and widen asphalt pavement, curb, gutter and sidewalk.
- **12th Street: Karen Ave. to Neptune Ave.** – New alignment, ACP, curb, gutter and sidewalk.
- **12th Street: Dale to Ellen Avenues** – Rebuild and widen asphalt pavement, curb, gutter and sidewalk.
- **8th Street: Dale Ave. to Horne Drive** – Rebuild and widen asphalt pavement, curb, gutter and sidewalk.

In addition to the above construction projects the following street segments should be considered for bituminous surface treatment and crack sealing where appropriate) to prolong street life and delay need for major improvements.

- Grace Avenue: SR 225 to 13th Street (potholes, minor cracks).
- Della Avenue: 9th Street to 13th Street (edge breakdown, cracking no drainage).
- 6th Street: Babs to Belle Avenues (irregular width, no parking).
- Cedar Street: Irene to Ida Avenue (narrow width)..
- Alma Avenue: 2nd Street to west end (narrow width, no turn around).
- 12th Street: Corral Creek to end of project.
- Edith Avenue: SR 225 to 10th Street.

Bicycle/Pedestrian

SR 225 has a Westside diamond lane from the Yakima River Bridge to Dale Avenue. Sidewalks serve pedestrian movement through the commercial core from Dale Avenue to Ellen Avenue. Bicycles are routed around the commercial core from Dale Avenue to Ellen Avenue. From Ellen Avenue on SR 225 a west side parallel pathway extends to Grace Avenue beyond which a diamond lane extends to the north city limits.

A ~~future~~ bicycle path is ~~proposed~~ located on the abandoned UPRR right-of-way from 13th to 7th Street, then north along 7th Street and Lower River Road, connecting with the future Tapteal Greenway path system along the Yakima River to Richland.

Babs Avenue, 14th and 13th Streets extending from SR 225 northerly to Hazel Avenue has sidewalks and is suitable for bicycle use.

Unfunded transportation projects indicated to provide sidewalks are Dale Avenue 7th to 9th and SR 225 to 13th; Chris Avenue; SR 225 to 14th Street 13th Old Inland Empire Hwy. to SR 225; and 12th Street: Karen Avenue to Neptune Avenue. Unfunded overlay projects should consider pedestrian/bicycle needs and expand project scopes where warranted.

Transit Service

The primary mode of transportation in Benton City is by automobile. Benton City currently has transit service from the Tri-Cities.

LOS/Traffic Volumes

The need for future street improvements was assessed through the use of level of service analysis. This methodology compared anticipated traffic volumes against the practical capacity of that typical

roadway to determine the level of service (A through F) at which it would operate. The following table outlines general guidelines established by the Washington State Department of Transportation for determining level of service on two lane roads, without intersection turn lanes, in urban population centers of less than 150,000.

Table 15 – Level of Service for Average Weekday Traffic on Two Lane Roads and Streets (No Turn lanes at Intersections)

Level Of Service (LOS)	Number of Automobiles
A	0 to 4,000
B	4,100 to 7,000
C	7,100 to 9,000
D	9,100 to 11,000
E	11,100 to 13,000
F	13,100 plus

Source: Highway Capacity Manual, Transportation Research Board

Below are two tables, which forecast level of service on the Benton City Street System.

The first, Table 16, estimates level of service at six locations on the City street system. These calculations are based on traffic counts performed by the Benton-Franklin Council of Governments in 2002. The table projects Average Weekday Volumes for 2006, 2015 and 2025 at these sites, based on a growth rate of four percent per year. Based on these calculations, the listed segments of Benton City's street system will continue to operate at LOS A.

The second, Table 17, is based on a table developed by the South Central Regional Office of WSDOT in Yakima. It shows growth estimates for two segments of SR 225, the first of which, from milepost 0.00 to milepost 5.00, includes the length of SR 225 as it passes through Benton City.

This table is based on 1998 traffic counts and projects Average Annualized Daily Traffic volumes for 2010, 2020, and 2022. The table also shows the equivalent LOS for 1998, 2010 and 2020. As is evident from the table, SR 225 through Benton City is predicted to operate a LOS D by 2020. This is a situation, which Benton City and WSDOT should monitor over time.

Table 16
Benton City Projected Traffic Volumes and Level of Service: 2006-2025

Street	Location	Func. Class	2006 AWV	LOS	2015 AWV	LOS	2025 AWV	LOS
7th Street	N of 225 (Babs St)	Minor Coll.	1,344	A	1,913	A	2,723	A
7th Street	N of Della	Minor Coll.	1,614	A	2,298	A	3,270	A
Ellen Avenue	W of SR 225	Local Access	476	A	678	A	965	A
Dale Avenue	W of 225	Minor Coll.	1,488	A	2,118	A	3,015	A
13th Street	N of Della Ave.	Major Coll.	1,313	A	1,868	A	2,659	A
Babs Avenue	W of SR 225 (9th Ave)	Major Coll.	836	A	1,191	A	1,694	A
AWV = Average Weekday Volume								
Based on 4% annual growth rate for traffic volumes on city streets								

Table 17
Benton City 2022 Projected Traffic Volumes – SR-225

SR 225	1998 AADT	1998 LOS	2110 AADT	2010 LOS	2020 AADT	2020 LOS	2022AADT
MP 0.00-5.00	6,625	C	9,165	C	11,282	D	11,705
MP 5.00-11.32	1,112	B	1,538	B	1,894	C	1,965

The financial analysis in Table 18 will be used to identify timing, location, projected cost, and revenue sources for the capital improvements identified for implementation in Table 19.

Table 18
20-Year Financial Analysis

Year	Forecasted Revenue	M&O Costs	Project Revenue	Project Costs	Ending Balance
2006-2015	$3,300,000	$2,200,000	$1,100,000	$1,000,000	$100,000
2016-2025	$3,300,000	$2,200,000	$1,100,000	$1,000,000	$100,000
Total	$6,600,000	$4,400,000	$2,200,000	$2,000,000	$200,000

Table 19 provides a list of transportation projects through 2025. The projects listed are the basis for preparation of the annual 6-Year Street Plan, and the 20-Year Capital Improvement Schedule. City related transportation projects proposed for construction during the 20-year period are listed in Table 19 below.

Table 19 Transportation Project List 2006- 2025		
2006-2015 Projects		
Project Name	**Description**	**Project Cost**
7th Street Sidewalk Project	Construct Sidewalk	$100,000
Ki Be Road	Construct New Street	$400,000
Dale Avenue Reconstruction	Rebuild & Widen	$445,000
Jonah Place Overlay	Pavement Overlay	$13,000
Cedar Street Overlay	Pavement Overlay	$15,000
12th Street Overlay	Pavement Overlay	$44,000
Edith Avenue Overlay	Pavement Overlay	$10,000
Della Avenue Overlay	Pavement Overlay	$35,000
6th Street Overlay	Overlay & Striping	$25,000
Alma Street Overlay	Overlay & Cul-de-sac Construction	
Total Project Cost 2006-2015		**$1,117,000**
2016-2025 Projects		
12th Street Extension	New Street Construction	$409,000
Chris Avenue Reconstruction	Reconstruct Curb & Sidewalk	$565,000
Total Project Cost 2016-2025	-	**$974,000**
Total Project Cost 2016-2025	-	**$2,091,000**

Table 20 20-Year Planning Projects-No Funding Source Identified	
8th Street Overlay/Reconstruction Project: Dale Avenue to Horne Drive; reconstruction of roadway, asphalt paving, sewer and water lines relocation/adjustment	$160,000
Neptune Avenue Reconstruction: 14th to 11th Street; roadway reconstruction	$111,000
12th Street Overlay: Corral Road to E.O.P.; pavement overlay	$44,000
Edith Avenue Overlay: SR 225 to 10th Street; pavement overlay	$10,000
Angeline Blvd. Overlay: SR 225 to E.O.P.; Pavement Overlay	$34,000
Benton City Overlay Project: Various City Streets; ACP overlay	$57,000
Benton City Bike Path: W. 14th Street to E. Corral Creek Rd.; construction of bicycle/pedestrian/equestrian pathway along Kiona Irrigation ROW	$150,000
Ki-Be Road Road: SR 225 to Highland Drive; total reconstruction, including ACP, sidewalk, curb & gutter, utility relocates	$400,000
No Funding Source Identified Projects Total	**$966,000**

Financially Constrained Projects

The City of Benton City is expected to generate $6.6 million in transportation related revenues between 2006 and 2025 from local, state and federal sources. Of this total 4.38 million (66%) will be needed to maintain and operate the system, and (2.26 million (34%) will be available for improvements. At the end of the 20-year planning horizon, the city will have an ending balance of $172,115.

Summary

Table 14 lists city streets by name and segment, describes and evaluates their condition by functional classification, capacity, condition and whether sidewalks, off-street parking and illumination are provided. Table 16 and 17 additionally describe traffic volumes both current and future, and documents the LOS for arterial streets. Table 18 identifies future transportation revenues and project costs, and Table 20 describes that the unfunded transportation projects that are financially feasible and the projects with no funding source identified. Appendix B provides the list of transportation construction projects, by year through 2025, including the estimated cost of improvement to maintain an adequate LOS. The projects listed in Appendix B are also the basis for preparation of the annual 6-Year Transportation Improvement Program (TIP).

REVENUES

Revenue sources for transportation-related projects originate from a number of federal, state, and local sources. Some of the major sources that are projected to be used over the next 20 years are described in the following:

Federal Sources

Interstate Maintenance (IM) – This program provides funding for resurfacing, restoring, rehabilitating and reconstructing most routes on the interstate system.

National Highway System (NHS) – This program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.

Surface Transportation Program (STP) – The STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors.

Highway Bridge Replacement and Rehabilitation Program (HBRRP) – This program provides funds to assist the States in their programs to replace or rehabilitate deficient highway bridges and to seismic retrofit bridges located on any public road.

Federal Transit Administration (FTA) 5309 – This program provides capital assistance for new rail systems, modernization of existing rail systems and for new and replacement buses and facilities.

Federal Transit Administration (FTA) 5311 – This program provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 population. Funds may be used to provide administrative, capital or operating costs of local transportation providers.

Rural Economic Vitality Program (REV) – This program provides federal funds for roadway improvements that foster economic development for rural areas and state community empowerment zones. Eligible projects include traditional transportation improvements on state and federal highways, county roads and city streets.

State Sources

Transportation Improvement Board (TIB) – Funded by the state legislature, the TIB administers state funding programs for local government transportation projects. Projects are utilized by utilizing TIB revenue in combination with local matching funds and private sector contributions. Some of the major TIB programs are listed below.

Transportation Partnership Program (TPP) – This TIB program allocates to local governments (population of 5,000 or over) for street improvement projects, multi-agency projects, and arterial improvement projects. Funds are directed toward relieving urban congestion problems caused by economic development and growth. Local matching funds are required.

Arterial Improvement Program (AIP) – This TIB program provides funding for city and urban county road and street projects to reduce congestion and improve safety, geometrics, and structural concerns. Projects can receive a maximum of 80% reimbursement depending on agency population.

Pedestrian Safety & Mobility Program (PSMP) – This TIB program provides funding for pedestrian projects that provide access and address system continuity and connectivity of pedestrian facilities.

Small City Program (SCP) – This TIB program provides funding for street improvement projects in cities with a population less than 5,000. Also includes a Pedestrian Safety & Mobility Program (PSMP).

Public Works Trust Fund (PWTF) – A revolving loan fund administered by the Public Works Board. Provides low interest loans to local governments for infrastructure improvements.

Urban Arterial Trust Account (UATA) – Provides grants for construction and improvement of city and county arterials within urban areas.

City State Gas Tax Distribution (Motor Fuel Tax) – A portion of the state gas tax is distributed directly to cities based on allocation formulas after deductions for non-highway distributions and collection/distribution costs. These funds may be used for any transportation purpose with most directed toward to maintenance, operations, and administration, and small portions matching grants for capacity and non-capacity road improvements.

City Hardship Assistance Program (CHAP) – This program provides funding to offset extraordinary costs associated with the transfer of state highways to cities with a population under 20,000.

Local Sources

Property Tax – The chief source of local revenue. Usually such taxes go to the general fund and are then appropriated for transportation purposes. Property taxes are dependent upon local economic conditions; however, they remain a steady reliable source of revenue.

General Fund – General funds include all local funds subject to appropriation by the governing body – property taxes, local option sales taxes, utility taxes, general state shared revenues, business license fees, etc.

Real Estate Excise Tax – A tax imposed by city or county governing bodies not to exceed ¼ of one percent of the real estate selling price. The tax is for any capital improvements meaning that transportation needs will compete with other capital funding needs (e.g. water, sewer, fire, etc.).

Local Improvement Districts – A district formed for bond issue where the district residents vote to place additional tax levies on their property to pay the bond debt.

Bonds – Public authorized loans for any capital improvement (transportation, water, sewer, etc.). Two types of bonds available under statute: Councilmanic Bonds, which are authorized by jurisdiction governing voters for specific capital improvements, and Voter Approved Bonds which

are authorized by jurisdiction voters for specific capital improvements.

Optional Sales Tax – Locally levied and distributed by the state to each city on the basis of collections within the jurisdictions. State law authorizes up to ½ of one percent.

Transportation Goals and Policies

Growth Management Act

The Washington Growth Management Act identifies transportation facilities planning, and efficient multi-modal transportation systems based on regional priorities and coordinated with local comprehensive plans, as a planning goal to guide the development and adoption of comprehensive plans and development regulations [RCW 36.70A.020(3)]. In addition, it identifies a transportation element as a mandatory element of a county or city comprehensive plan [RCW 36.70A.070(6)]. The transportation element must include: (a) land use assumptions used in estimating travel; (b) facilities and services needs; (c) finance; (d) intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; and (e) demand management strategies [RCW 36.70A.070(6)(a)-(e)].

County Wide Planning Policies

Countywide planning policies encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans; promote county/city participation in the RTPO; and promote coordination across jurisdictional boundaries. Policies also address concurrency of developments with infrastructure improvements; compatibility of land use and transportation facilities; encourage non-motorized facilities; and promote mobility for all people, goods, and services.

Benton City's Goals and Policies

To implement the goals of the GMA and the countywide planning policies, the city has adopted its own goals, policies and strategies. These transportation goals and policies, along with those in the Land Use Element, will coordinate and guide orderly growth and infrastructure development for the foreseeable future. They are intended to increase predictability and provide for timely decisions to perpetuate an efficient transportation system as the city grows. The motorized and non-motorized transportation system will continue to play an integral part in the economic success or failure of the downtown area. These goals and policies are critical to the long-term interests of the city, including livability, economic vitality, and environmental preservation; support the city's long-range circulation plan; and address managing land use change by developing facilities and services in a manner that directs and controls land use patterns and intensities.

Goal 1. To ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development, which protects investments in existing transportation facilities and services, maximizes the use of these facilities and services, and promotes orderly compact growth.

Policy 1. Accommodate development only when the required street and road improvements have been made prior to or concurrent with actual development. Concurrency indicates that facilities are available within six years of the development.

Strategy 1. The payment of mitigation fees is regarded as concurrency with the land use element. Required improvements included and funded in the six-year TIP constitutes concurrency.

Policy 2. Require new subdivision development to be improved to full city street and utility standards.

Policy 3. Platted but undeveloped right of way should not be permitted to be used for residential access until the street has been developed to adopted standards and accepted by the city.

Policy 4. Obtain future street rights of way or easements prior to or concurrent with developments to facilitate access to adjoining future developments.

Policy 5. Require residential, commercial, and industrial developments to facilitate pedestrian, bicycle, and motorized transportation.

Goal 2. To develop, maintain and operate a balanced, safe, and efficient multi-modal transportation system to serve all persons, special needs populations and activities in the community

Policy 1. Provide appropriate standards for new streets and upgrade of existing streets.

Policy 2. Form Local Improvement Districts (LIDs) to improve existing substandard streets, including provision of sidewalks and bicycle accommodation where appropriate, with costs repaid through local tax assessments.

Policy 3. Regularly schedule data collection and analysis, including traffic and accident data, to support studies, planning and operational activities.

Policy 4. Maintain a current street system plan for the city and its urban growth area that is consistent with the Land Use Element and meets the circulation needs of the city's residents, businesses, and industry.

Strategy 1. Maintain an annually updated listing of prioritized road improvement needs based on the Transportation Element.

Strategy 2. Annual updates of the six-year Transportation Improvement Program (TIP) shall be consistent with this plan.

Policy 5. Connect all transportation modes by coordinating planning of transportation programs, operation of facilities, and project site design.

Policy 6. Establish appropriate truck routes to serve existing and future commercial and industrial areas for the orderly and efficient movement of freight and goods.

Policy 7. Encourage the improvement and establishment of terminal facilities to enhance agricultural, commercial, and industrial use.

Policy 8. Preserve opportunities for industrial development that could be enhanced by accessibility to rail service.

Policy 9. Preserve existing rail infrastructure and rail service within the city.

Policy 10. Continue to give top priority to maintenance and preservation of existing transportation facilities and services.

Policy 11. Provide a safe and efficient transportation and circulation system that addresses the needs of the city's residents, promotes and supports the desired land use pattern, and is developed concurrent with new growth.

Strategy 1. The city shall make every effort to provide all segments of the population with safe and convenient access from their homes to places of employment, shopping, recreation, and to public facilities and services.

Policy 12. Encourage cooperation between governmental and private enterprises to increase overall safety awareness.

Policy 13. Provide appropriate traffic control measures.

Policy 14. Provide safe crossings at potentially hazardous locations for pedestrians and bicyclists.

Policy 15. Upgrade at-grade railroad crossings to provide rubber or concrete crossing materials.

Policy 16. Promote energy efficient modes of transportation such as high occupancy vehicles, bicycling, and walking.

Goal 3. To recognize bicycle and pedestrian movement as basic means of circulation and to assure adequate accommodation of bicycle, pedestrian, and physically challenged persons needs in all transportation policies and facilities.

Policy 1. Strive to provide a system of bicycle routes and pedestrian walkways that link neighborhoods and public facilities and that enhance the walking and bicycling experience.

Strategy 1. Determine where bicycle and pedestrian routes should be designated and encourage their construction and use.

Strategy 2. Link schools, parks, sport and commercial areas, and other public and semi-public facilities with pedestrian and bicycle facilities.

Strategy 3. Develop a linkage system in areas where sidewalks are intermittent or non-existent.

Strategy 4. Replace old, substandard sidewalks as funding permits.

Strategy 5. Provide wheelchair ramps and other aids to enhance safe mobility for the handicapped.

Strategy 6. Provide illumination at potentially hazardous street crossings.

Strategy 7. Sign and delineate designated bike routes.

Strategy 8. Purchase and install bicycle racks at the park, and at other high-use areas.

Policy 2. Take advantage of corridors such as power lines, surplus street rights of way, buffer zones, and public lands for multiple use trails and pathways.

Policy 3. Require sidewalks on both sides of streets in public and private development projects within the urban growth area.

Policy 4. Require single and multi-family residential development to provide bicycle friendly streets and sidewalks within the development and to the nearest improved street.

Policy 5. Develop and/or adopt design standards for bicycle friendly streets, sidewalks, crosswalks, bike racks, and multiple use trails and pathways.

Policy 6. Require new and improved commercial centers to be located and designed to facilitate access and circulation by alternative transportation modes.

Policy 7. Maintain roadways, sidewalks and pathways in a safe condition.

Policy 8. Promote educational programs to enhance the safety and practicality of travel by bicycle.

Policy 9. Promote the enforcement of traffic laws for bicycle transportation.

Policy 10. Identify and include appropriate pedestrian and bicycle elements in major street improvement projects to be included in the six-year TIP.

Policy 11. Include stand-alone pedestrian and bicycle projects in the six-year TIP.

Policy 12. Actively seek state and federal grants for non-motorized transportation improvement projects

Goal 4. To ensure adequate parking in the downtown area which supports economic growth, and is consistent with downtown design and pedestrian circulation goals.

Policy 1. Require off-street parking and loading areas in new commercial and industrial

developments.

Strategy 1. Off-street parking should be designed to integrate with, or at least not interfere with, pedestrian amenities and access by bicycles.

Policy 2. Promote adequate parking for high-density residential, commercial, and industrial areas.

Goal 5. To manage, conserve and protect Benton City's natural resources through a balance of development activities complemented with sound environmental practices.

Policy 1. Facilities associated with transportation and circulation should be located and designed with respect to such natural features as topography, soils, geology, floodplains, streams, shorelines, marshes, and aquifer recharge areas.

Policy 2. Route new streets to avoid encroaching on natural preserves, parks and recreation areas and identified critical areas, and to preserve scenic areas and open spaces.

Policy 3. Strive to plan, construct, and maintain transportation facilities in such a manner as to promote positive social, economic, and environmental impacts.

Policy 4. Provide adequate review procedures to ensure that transportation projects and improvements protect aesthetic values.

Policy 5. Ensure the preservation and construction of the natural and built environments through proper management and allocation of land uses and transportation facilities.

Goal 6. To actively influence the future character of the City by managing land use change and by developing City facilities and services in a manner that directs and controls land use patterns and intensities

Policy 1. Review development proposals, rezoning and vacating petitions, variance requests, subdivision plats and commercial and industrial construction site plans to ensure coordination with the Transportation Element.

Policy 2. Establish procedures to ensure that development does not encroach upon future right-of-way needs.

Policy 3. Develop a transportation system that meets the circulation needs of commercial and industrial development.

Policy 4. Encourage commercial developments to use joint access points to aid in traffic control and to protect and enhance the carrying capacity of the transportation system.

Policy 5. Maintain a current street system plan for the city and its urban growth area that is consistent with the Land Use Element and meets the circulation needs of its citizens and businesses, and that will serve to attract future businesses.

Policy 6. To the extent feasible, continue the grid system of streets and blocks in new developments.

Policy 7. Encourage major traffic generators such as schools, churches, shopping, and industrial areas to locate on or near arterials and collector streets.

Policy 8. Coordinate land use and public works planning activities with an on-going program of financial forecasting for needed transportation facilities and services. Utilize the city's long-range financial management plan as a guide for:

Strategy 1. Monitoring the overall effectiveness of the Transportation Element; and

Strategy 2. Balancing land use decisions with the city's financial capability to provide

transportation facilities and services.

Policy 9. Protect and pursue acquisition of land needed to connect existing and planned rights of way

Goal 7. To provide a comprehensive system of parks and open spaces that responds to the recreational, cultural, environmental and aesthetic needs and desires of the City's residents.

Policy 1. Assure provision of adequate transportation infrastructure, including bicycle and pedestrian facilities, to meet access needs to the City's existing and proposed parks, playgrounds, and open spaces.

Strategy 1. Provide vehicle parking, bicycle racks and facilities for the physically impaired.

Goal 8. To provide a local transportation system that is coordinated and consistent with the regional transportation network.

Policy 1. Coordinate with Benton County, the RTPO, and other effected groups and agencies to establish an integrated planning effort that ensures consistency and compatibility between transportation plans and objectives.

Policy 2. Coordinate with the State Department of Transportation (WSDOT) in the review of development requests adjacent to or impacting I-82, SR 224 and SR 225. Strategy 1. Provide an environmental buffer strip between state routes and adjacent uses to minimize disturbance due to noise and other highway impacts.

Policy 3. Coordinate with Benton County, WSDOT, the RTPO, and other effected groups for the provision of transportation facilities of statewide, region wide, and countywide significance.

Policy 4. Involve affected neighborhoods and other interested citizens and groups in the planning of street improvement projects.

Policy 5. Public awareness and review should be an integral part of any proposed transportation plan, programs, or project.

Goal 9. To secure funding through grants, mitigations, and general funds for safety and capacity measures to maintain adopted LOS standards.

Policy 1. Pursue federal and state grants.

Policy 2. Use an environmental mitigation system that identifies:

- Safety and capacity improvements based on any projected deficiencies.
- Costs of improvements needed to mitigate increased traffic reflected in the annual capital improvement plan update.
- Fair share costs determined from the capacity improvement cost and the 20-year increase in traffic. (Update annually for newly added projects and mitigation of fair share costs.)
- Mitigation assessments, determined by the number of development trips and the capacity or safety improvement fair share cost.
- Mitigation assessments that may be used for identified capacity or safety improvements.

Policy 3. Update the capital improvement plan annually, adding new projects and deleting completed projects.

Goal 10. To continue public transportation service accessibility for elderly, disabled, low and

moderate income, youth, and other mobility disadvantaged people between Benton City and the Tri-Cities.

Policy 1. Continue inclusion in Ben Franklin Transit's Public Transportation Benefit Area.

Strategy 1. Periodically sample public interest.

Policy 2. Continue implementation of a shuttle van service to the Tri-Cities, including coordination of interconnecting bus, train, and plane schedules.

Capital Facilities

The GMA requires that the public facilities and services necessary to support development is adequate at the time of use without decreasing current service levels below locally adopted minimum standards. The Act requires a capital facilities element as part of the comprehensive plan. This Capital Facilities Element was written to address the requirements of the Act, presenting the financing plans for the City of Benton City and its UGA. It includes the community's plan to finance improvement of city infrastructure for the next 20 years and a financing plan for capital facilities through 2025.

The Capital Facilities Element is used to coordinate physical and fiscal planning. The comprehensive plan is written to be realistic and the plan elements intended to establish an achievable whole. The Capital Facilities Element will provide financing priorities that will extend beyond a single year's budget. This will allow projects to be scheduled in logical order regarding community priorities. The identification of funding sources will help in the prioritization of needs and allow tradeoffs between projects being evaluated.

The first year of the capital facilities program described in this element will be converted into the annual capital budget. The annual capital budget is a financial commitment. The remaining 10 and 15-year program will provide long term planning. The Capital Facilities Plan will be revised and extended annually to reflect changing circumstances. The plan deals with large expenses with a life expectancy of more than 10 years that are non-recurring, and may require financing over many years. Smaller scale projects and improvements will be addressed in the annual capital budget as they occur. A project can include design, engineering, permitting, environmental analysis, land acquisition, construction, major maintenance, site improvements, energy conservation, landscaping, initial furnishings, and equipment.

Goals and Policies

The Capital Facilities Plan will affect decision making to achieve community goals, as defined in the Benton City 'Vision Statement' and the community survey. The capital facilities goals, policies, and strategies are listed as follows:

Goal 1. Ensure that the elements of the comprehensive plan are fiscally achievable.

Policy 1. Provide capital improvement funds to correct existing deficiencies, to replace worn out or obsolete facilities, and to accommodate desired growth.

Strategy 1. Proposed capital improvement projects will be evaluated and prioritized by the following criteria:

a. Financial feasibility

b. The purpose of the project; elimination of capacity deficits, elimination of public hazards, or city needs based on projected growth patterns

c. The type of project; new development or redevelopment; and

d. Plans of other state and local agencies.

Policy 2. Maintain an up-to-date 10-year schedule of capital improvement projects. Capital improvements with cost less than $10,000 should be reviewed for

inclusion in the Capital Improvement Program and the annual capital budget.

Policy 3. Require that developers bear a fair share of facility improvement costs required for their developments.

Strategy 1. Establish impact fees that are sufficient to address the fair share of improvement costs required by new development.

Policy 4. Manage fiscal resources to support the provision of needed capital improvements.

Strategy 1. Adopt an annual capital budget and a ten-year capital improvement program.

Strategy 2. Actively work to secure grants or private funds when available to finance capital improvements.

Policy 5. Coordinate land use decisions and a schedule of capital improvements with financial resources.

Strategy 1. Require that the city and/or developers provide public facilities and services concurrent with the impact of development.

Strategy 2. Support and encourage the joint development and use of cultural and community facilities.

Strategy 3. Emphasize capital improvement projects that promote the conservation, preservation or revitalization of local residential, commercial and industrial areas.

Goal 2. Establish and maintain the following LOS standards.

a. Municipal Water: Per Water System Facility Plan

b. Sanitary Sewer: Per Wastewater Facility Plan

c. Parks & Open Space: 0.5acres of Tot Lot per 1,000 population;

3.0 acres of Neighborhood Park per 1,000 population;

6.0 acres of Community Park per 1,000 population.

d. Traffic Circulation:

Major Arterial: LOS C during peak hour traffic.

State Highway: LOS C

Collectors and Local Streets: City accepted design standards.

e. Drainage
Drainage Control Devices: 25-year, 24-hour event Stormwater Management Systems: Retain on-site the runoff from 25-year, 24-hour storm at peak discharge rates. Development will be regulated to ensure that its post-development runoff to city systems does not exceed the predevelopment discharge value or rate. This limitation will ensure the LOS of the existing stormwater system is not compromised.

f. Solid Waste: Consistent with the Solid Waste Plan.

g. Schools: Ensure that adequate space is available for future school sites in the city.

Inventory and Analysis

All costs estimates are presented in the year 2006 dollars as determined by the city administration. The following considerations were used informally in developing the listing of proposed projects:

economic (financial); feasibility; consistency; and impacts on health, safety and the environment.

The public facilities necessary for existing and future expansions have been identified in other elements of this comprehensive plan. The elements of the comprehensive plan have been modified through the process of developing a capital facility plan to ensure financial feasibility. The other elements of the plan describe the location and capacity of the facilities presently existing and analyze the future needs for these facilities.

The capital improvements needed to satisfy future development and to maintain adopted levels of service are identified and listed in Appendix B of this document. Appendix B describes each of the capital improvement projects needed to correct existing deficiencies or address projected needs, and estimates of the total project costs. The year indicates when the projects must be completed to maintain the level of service standards for the respective facilities. Capital improvement projects have been identified for transportation, wastewater, water, and community facility improvements.

Future Needs and Alternatives

The Capital Facilities Plan will be developed based on the following analyses: current revenue sources, financial resources, capital facilities policies, and the method of addressing shortfalls.

Revenue Sources:

Transportation

The City receives revenues for transportation projects from several funding sources including; federal monies through competitive grants and direct allocation; state per capita revenues and competitive grants, and local improvement districts (LID) for specific approved transportation projects assessed to benefiting properties. Revenues that have been identified are noted in the Transportation Element of this plan.

Water

The City charges new water customers a one-time cost of providing the water source, storage, treatment, and transmission lines to their property for connection to the water system. The city describes the unit cost as the assessment fee. The purpose for the assessment fee is to pay for capital improvements to the water system, including the replacement of worn-out facilities and the construction of new or up-graded facilities.

Sewer

The City charges new sewer customers a one-time unit cost of providing the sewer line to convey the influent to the treatment site, together with the sewage treatment facilities. The City describes the unit cost as an assessment fee. The purpose for the assessment fee is to pay for improvements to the sewer system including the replacement of worn-out facilities and the construction of new or up-graded facilities.

Community Facilities

Municipal buildings utilized for the provision of general services such as a city hall; community center or police station would be funded from the city's general fund or grant, bond, or combination thereof. The fire station, including an ambulance bay, may be funded from impact fees collected within designated benefit areas.

Financial Resources

To ensure that the City is using the most effective means of collecting revenue considering the various sources of funding currently available, the City should periodically review the impact and appropriateness of their financial system, as financial regulations, available mechanisms, and market conditions are subject to change. Several kinds of financing are available for different projects. The basic types are: debt financing, local multi-purpose levies, local single-purpose levies, local no-levy financing mechanisms, state grants and loans, and federal grants and loans.

Capital Facilities Policies

To project revenues and expenditures for capital facilities realistically, the City must consider not only current revenue and expenditures, but also how current policies influence decisions about funding and expenditures for the future. These current funding policies were considered in creating the goals and policies given in the other sections of the comprehensive plan and were the basis for the development of various funding scenarios.

Local goals and policies described in the elements of this plan are used to guide the location and timing of development. As the City interacts with the surrounding communities, the planned capacity of public facilities operated by other jurisdictions must also be considered when making development decisions. Coordination with other entities is important to facilitate not only the best location for public facilities but also the best timing for their establishment.

Levels of service standards are an indicator of the extent or quality of service provided by a facility related to the operational characteristics of the facility. They summarize existing or desired public service conditions. To establish level of service standards the City made quality of service decisions. The types of public services for which the city had adopted level of service standards, will be improved to accommodate the impacts of development and maintain existing service in a timely manner with new development.

Levels of service influence the timing and location of development by clarifying which locations have excess capacity that may easily support new development. They also delay new development until providing the needed public facilities in some areas is feasible. To avoid over extending public facilities, the provision of public facilities may be phased over time to ensure that new development and projected public revenues keep pace with public planning.

The Urban Growth Area boundary was selected to ensure that urban services could be provided for potential commercial and industrial development. The selection was based on environmental constraints, probable locations where urban density development will occur, the plans of current residents, and existing infrastructure and services. New and existing development requiring urban services will be located in the UGA.

Methods of Addressing Shortfalls

The City has identified options for dealing with funding shortfalls and how these options will be exercised. The city cannot finance all proposed facility projects. When evaluating a particular project identified as having shortfall, the City can consider the following options; increase revenue, decrease level of service standards, decrease the cost of the facility, or decrease the demand for the public service or facility.

Capital Facilities Program

The Capital Facilities program will be based upon financial assumptions, projected revenues, projected expenditures, operating expenses, and future needs.

Financial Assumptions

The following assumptions were made regarding operating and marketing conditions in Benton City's future for the development of the Capital Facilities Program.

- The City will continue to use its current fund accounting system for financial affairs.
- Due to inflation the cost of running the city government will continue to increase.
- Public investment in capital facilities is a primary tool of local government to support and encourage economic growth.
- Having a consistent and reliable revenue source to fund capital expenditures is desirable.
- New revenue sources, including new taxes, will be needed to continue to maintain city services and facilities.

- Capital investments will be needed to maintain, repair, and rehabilitate outdated portions of the city's current infrastructure and to accommodate future growth.

A comprehensive approach to review, consider, and evaluate capital funding requests is needed to aid decision-makers and the citizenry in understanding the capital needs of the city.

Projected Revenues

The financial analysis on page 67 describes the identified revenues available to the city to finance capital improvements for the years 2000 through 2025. Revenue amounts for water and sewer are projected through the year 2025, based upon collectable assessments or impact fees.

Operating Expenses

In addition to the costs associated with providing new capital facilities, the city will also incur increases in annual operating and maintenance costs. These recurring expenses increase as new facilities are added to the city system and also have to be maintained. The largest costs come from expansions that require maintenance of mechanical fixtures, personnel costs and utility costs.

This section discusses the plan for future financing of public facilities and services in the city. The timing of development and the provision of services are key components of this planning process.

The 'Vision Statement' and information gathered from the public in the community survey were used, along with the inventory and analysis to create the capital facilities plan. The plan includes a strategy for achievement of the city's goals while taking into consideration existing conditions. The goals, policies, and strategies provide guidelines for the future of Benton City.

Plan Implementation and Monitoring

The capital projects listed in each of the plan elements are shown in **Appendix B, the Twenty Year Capital Improvement Schedule**, as adopted by resolution, and intended to provide time, location, projected cost, and revenue source. The schedule is intended to be economically feasible within the target revenues discussed in the Inventory and Analysis section of this element.

The adopted resolution in Appendix B lists the capital improvement projects by facility type, shows the projects needed to correct existing deficiencies and provides estimates of project costs by year. Currently, no projects are known that need to correct an existing deficiency where existing conditions are below level of service standards being adopted in this comprehensive plan. Projects that exceed available target revenues are not included. As additional revenues become available, these projects will be incorporated in the schedule for implementation. Projects under $10,000 and projects not related to LOS standards or measurable objectives are excluded from Appendix B.

This element is adjusted annually. Projected revenues for fiscal years are listed by plan element and shown as a lump sum. Capital projects will be identified in greater detail in subsequent years. Top priority will be given to projects that correct existing deficiencies, followed by those required for facility replacement, and then those needed for future growth.

This element will be reviewed annually and amended to verify that fiscal resources are available to provide public facilities needed to support adopted LOS standards and measurable objectives. The annual review of the Capital Facilities is the responsibility of the Mayor.

The City of Benton City will generate $6.6 million in transportation revenue over the next 20 years. Of this total, $4.4 million (66%) will be needed to maintain and operate the city streets, and $2.3 million (34%) will be available for transportation improvements. At the end of the 20-year planning horizon, the city will have an ending balance of $172,000. During this time period the city will collect $300,000 for utility improvements through assessment fees for new construction.

III *Appendices*

Appendix A

Glossary

Adequate Capital Facilities: Facilities, which have the capacity to serve development without decreasing levels of service below locally established minimums.

Agricultural Suburban Land: Lands that are rural in nature with sufficiently large lots to allow for maintenance of certain animals and farm crops, while at the same time abiding by and maintaining a living environment of high standards for residential uses.

Agricultural Suburban Uses: Maintenance of certain animals and farm crops, while at the same time abiding by and maintaining a living environment of high standards for residential uses.

Arterial (Minor): A roadway providing movement along significant corridors of traffic flow. Traffic volumes, speeds, and trip lengths are high, although usually not as great as those associated with principal arterials.

Arterial (Principal): A roadway providing movement along major corridors of traffic flow. Traffic volumes, speeds, and trip lengths are high, usually greater than those associated with minor arterials.

Available Capital Facilities: Either facilities or services are in place or a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Capacity: The measure of the ability to provide a level of service on a public facility.

Capital Budget: The portion of each local government's budget, which reflects capital improvements for a fiscal year.

Capital Improvement: Physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non-recurring and may require multi-year financing.

Collector: A roadway providing service, which is of relative moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

Commercial Uses: Activities within land areas, which are predominantly connected with the sale, rental, and distribution of products, or performance of services.

Comprehensive Plan: A generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to this chapter.

Concurrency: Adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts or "adequate capital facilities" and or "available capital facilities" as defined above.

Consistency: No feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

Coordination: Consultation and cooperation among jurisdictions.

Contiguous Development: Development of areas immediately adjacent to one another.

Critical Areas: Include the following areas and ecosystems: (a) Wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Cultural Resources: Are elements of the physical environment that are evidence of human activity and occupation. Cultural resources include: (a) historic resources which are elements of the built environment typically 50 years of age and older, and may be buildings, structures, sites, objects, and districts; (b) archaeological resources consist of remains of the human environment at or below the ground surface such as habitation sites; and (c) traditional cultural properties consist of places or sites of human activities which are of significance to the traditions or ceremonies of a culture. Traditional cultural properties do not necessarily have a manmade component and may consist of entirely natural setting.

Density: A measure of the intensity of development, generally expressed in terms of dwelling units per acre. Can also be expressed in terms of population density [i.e., people per acre]. Useful for establishing a balance between potential local service use and service capacities.

Domestic Water System: Any system providing a supply of potable water for the intended use of a development, which is deemed adequate pursuant to RCW 19.27.097.

Essential Public Facilities: These are public facilities and privately owned or operated facilities serving a public purpose that are typically difficult to site. They include many different facilities: airports, state education facilities, state or regional transportation facilities, prisons, jails and other correctional facilities, communication towers and antennas, solid waste handling facilities, sewage treatment facilities, and inpatient facilities (group homes, mental health facilities, and substance abuse facilities). The State Office of Financial Management (OFM) identifies these facilities as essential public facilities, consistent with RCW 36.70A.200.

Financial Commitment: Sources of public or private funds or combinations thereof have been identified which will be sufficient to finance capital facilities necessary to support development and that there is assurance that such funds will be timely put to that end.

Geologically Hazardous Areas: Means areas that because of their susceptibility to erosion', sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with pubic health or safety concerns.

Goal: The long-term end toward which programs or activities are ultimately directed.

Growth Management: A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Household: A household includes all the persons who occupy a group of rooms or a single room, which constitutes a housing unit.

Impact Fee: A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

Industrial Uses: The activities predominately connected with manufacturing, assembly, processing, or storage of products.

Infrastructure: Those man-made structures which serve the common needs of the population, such as: sewage disposal systems (wastewater treatment facilities), potable water wells serving a system, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

Intensity: A measure of land uses activity based on density, use, mass, size, and impact.

Land Development Regulations: Any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, subdivision ordinances,

rezoning, building construction, sign regulations, binding site plan ordinances or any other regulations controlling the development of land.

Level of Service (LOS): An indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. LOS means an established minimum capacity facilities or services provided by capital facilities that must be provided per unit of demand or other appropriate measure of need.

Local Road: A roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements.

Long-term Commercial Significance: Includes the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land.

Manufactured Housing: A manufactured building or major portion of a building designed for long-term residential use. It is designed and constructed for transportation to a site for installation and occupancy when connected to required utilities.

Master Planned Resort: A self-contained and fully integrated planned unit development, in a setting of significant natural amenities, with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities.

Minerals: Includes gravel, sand, and valuable metallic substances.

Mobile Home: A single portable manufactured housing unit, or a combination of two or more such units connected on-site, that is:

a. designed to be used for living, sleeping, sanitation, cooking, and eating purposes by one family only and containing independent kitchen, sanitary, and sleeping facilities;

b. designed so that each housing unit can be transported on its own chassis;

c. placed on a temporary or semi-permanent foundations; and

d. Is over 32 feet in length and over eight feet in width.

Multi-Family Housing: As used in this plan, multi-family housing is all housing which is designed to accommodate four or more households.

National Pollutant Discharge Elimination System: The NPDES permit program requires all point sources of discharging pollutants into waters of the United States to obtain a permit.

Natural Resource Lands: Agricultural, forest, and mineral resource lands which have long-term commercial significance.

New Fully Contained Community: Is a development proposed for location outside of the initially designated urban growth areas, which is characterized by urban densities, uses and services.

Objective: A specific, measurable, intermediate end that is achievable and marks progress toward a goal.

Open Space: Underdeveloped land that serves a functional role in the life of the community. This term is subdivided into the following:

a. Pastoral or recreational open space areas that serve active or passive recreation needs e.g., federal, state, regional and local parks, forests, historic sites etc.

b. Utilitarian open space are those areas not suitable for residential or other development due to the existence of hazardous and/or environmentally sensitive conditions e.g.. critical areas, airport flight zones, well fields, etc. This category is sometimes referred to as "health and safety" open space.

c. Corridor or linear open space are areas through which people travel, and which may also serve an aesthetic or leisure purpose. For example, an interstate highway may connect Point A to Point B, but may also offer an enjoyable pleasure drive for the family. This open space is also significant **in** its ability to connect one residential or leisure area with another.

Overriding Public Interest: When this term is used i.e., public interest, concern or objective shall be determined by a majority vote of the city council.

Owner: Any person or entity, including a cooperative or a public housing authority (PHA), having the legal rights to sell, lease, or sublease any form of real property.

Planning Period: The 20 year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Policy: The way in which programs and activities are conducted to achieve an identified goal.

Public Facilities: Include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. These physical structures are owned or operated by a government entity, which provides or supports a public service.

Public Services: Include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Regional Transportation Plan: Means the transportation plan for the regionally designated transportation system, which is produced by the Regional Transportation Planning Organization.

Regional Transportation Planning Organization (RTPO): Means the voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties, which have transportation interests in common.

Resident Population: Inhabitants counted in the same manner, utilized by the U.S. Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

Right-of-Way: Land in which the state, a county, or a municipality owns the fee single title or has an easement dedicated or required for a transportation or utility use.

Rural Lands: All lands, which are not within an urban growth area and are not designated as natural resource lands having long term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Sanitary Sewer Systems: All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Shall: Means a directive or requirement.

Should: Means an expectation.

Single-Family Housing: As used in this plan, a single-family unit is a detached housing unit designed for occupancy by not more than one household. This definition does not include manufactured housing, which is treated as a separate category.

Solid Waste Handling Facility: Any facility for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.

Transportation Facilities: Includes capital facilities related to air, water, or land transportation.

Transportation Level of Service Standards: A measure, which describes the operational condition of the travel stream, usually in terms of speed and travel time, freedom to maneuver,, traffic interruptions, comfort, convenience, and safety.

Transportation System Management (TSM): Low capital expenditures to increase the capacity of the transportation network. TSM strategies include, but are not limited to, signalization,, channelization, and bus turnouts.

Transportation Demand Management Strategies (TDM): Strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work hour changes, ride-sharing options, parking policies, and telecommuting.

Urban Growth: Refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it', or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Urban Growth Area: Means those areas designated by a county pursuant to RCW 36.70A.110.

Urban Governmental Services: Includes those governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with non urban areas.

Utilities: Facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water and for the disposal of sewage.

Vacant/Underdeveloped Lands: May suggest the following: (a) a site which has not been developed with either buildings or capital facility improvements, or has a building improvement value of less than $500 [vacant land]; (b) a site within an existing urbanized area that may have capital facilities available to the site creating infill development; (c) a site which is occupied by a use consistent with the zoning but contains enough land to be further subdivided without needing a rezone (partially-used); and (d) a site which has been developed with both a structure and capital facilities and is zoned for more intensive use than that which occupies the site (under-utilized).

Visioning: A process of citizen involvement values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Wetland: Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland to mitigate conversion of wetlands, if permitted by the county or city.

Zoning: The demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the use zones (commercial, industrial, residential) and the location, bulk, height, shape, and coverage of structures within each zone.

Acronyms

BLM U.S. Bureau of Land Management
BMR Below Market Rate
BPA Bonneville Power Administration
CDBG Community Development Block Grant
CFP Capital Facilities Plan
CIP Capital Improvement Program
DOE Wash. Department of Ecology
DOE U.S. Department of Energy
DOH Washington Department of Health
DNR Washington Department of Natural Resources
DSHS Wash. Dept. of Social and Health Services
EIS Environmental Impact Statement
EMF Electromagnetic Fields
EPA U.S. Environmental Protection Agency
FAA Federal Aviation Administration
FCC Federal Communications Commission
FERC Federal Energy Regulatory Commission
FHA Federal Housing Administration
FHWA Federal Highway Administration
GIS Geographic Information System
GMA Growth Management Act
HCT High Capacity Transit
HOV High Occupancy Vehicle
HUD U.S. Department of Housing and Urban Development
LID Local Improvement Districts
LOS Level of Service
NGPA Natural Gas Policy Act
NPDES National Pollutant Discharge Elimination System Permit
OFM Washington State Office of Financial Management
OTED Washington State Office of Trade and Economic Development
PUD Public Utility District
RCRA Resource Conservation and Recovery Act
RCW Revised Code of Washington
RTPO Regional Transportation Planning Organization
SEPA Washington State Environmental Policy Act
UGA Urban Growth Area
ULID Utility Local Improvement District
WAC Washington Administrative Code
WDOE Washington Department of Ecology
WSDOT Washington State Department of Transportation
WUTC Washington Utilities and Transportation Commission

Appendix A. – Definitions/Acronyms

APPENDICES REFERENCED:

Appendix B. – Capital Improvement Schedule Resolution

Appendix C. – Sewer Facilities Plan

Appendix D. – Water Facilities Plan

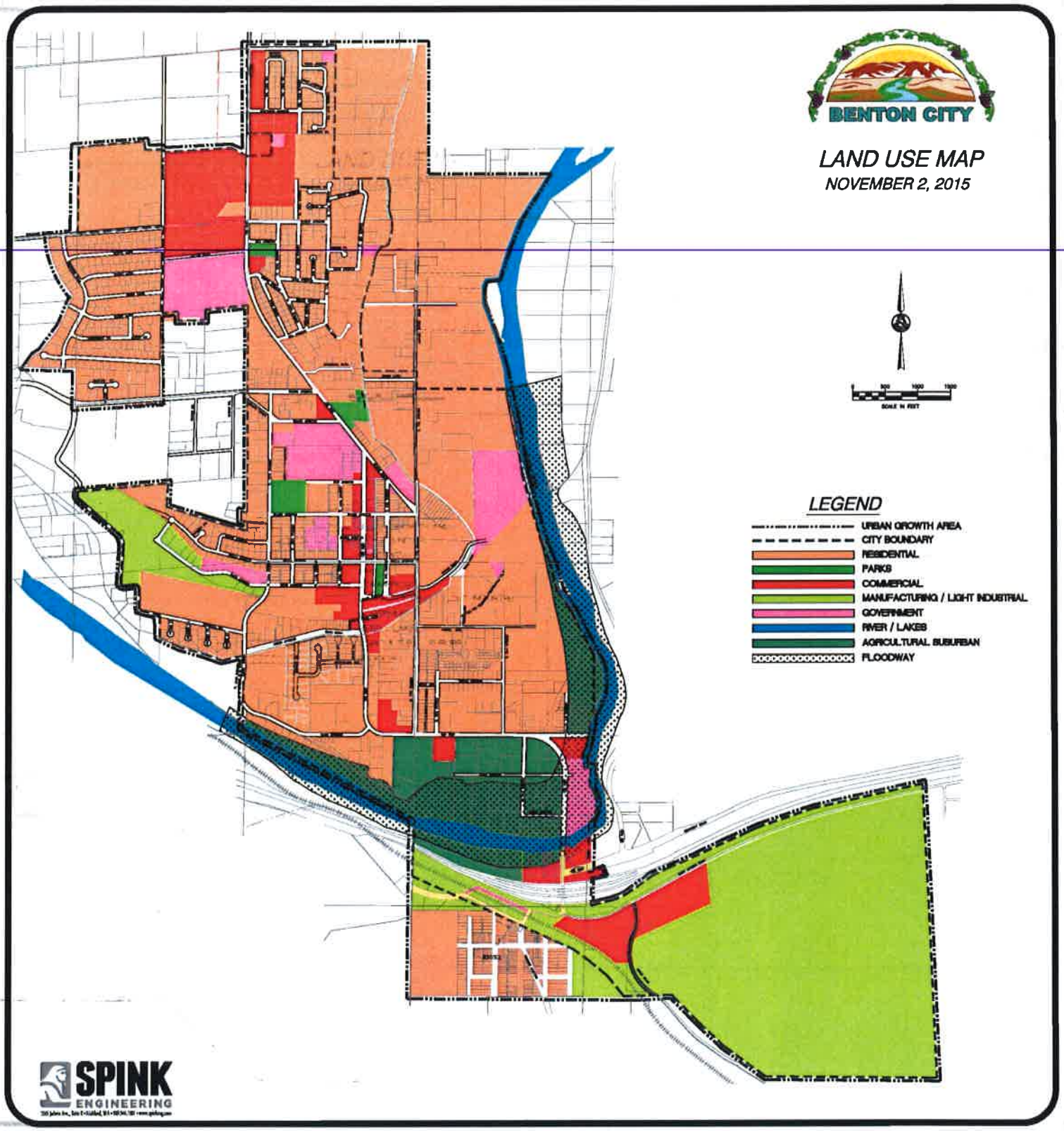
Appendix E. – Pavement Management Plan

Appendix F. – Capital Facilities Plan

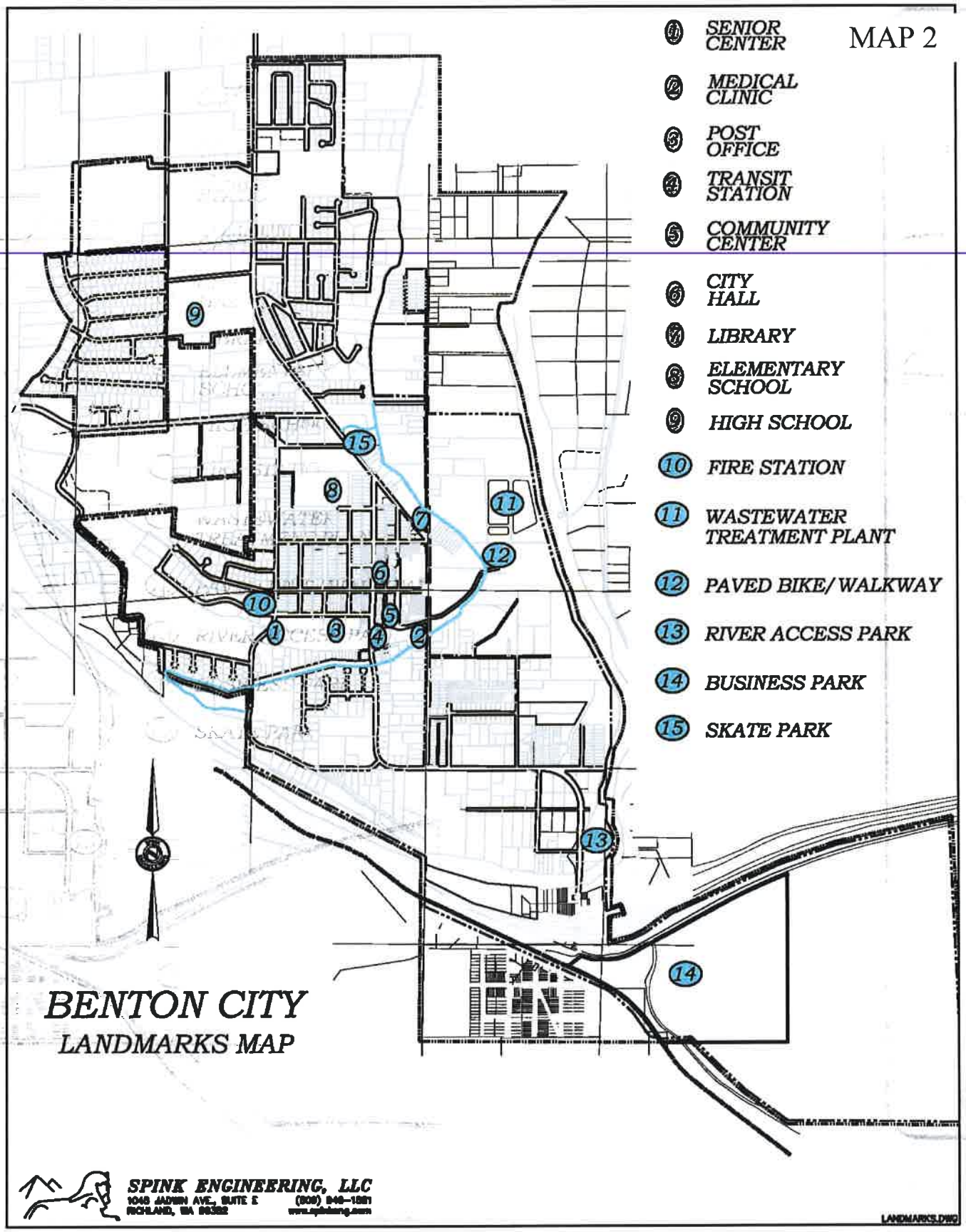
Appendix G. – Community Center Feasibility Study

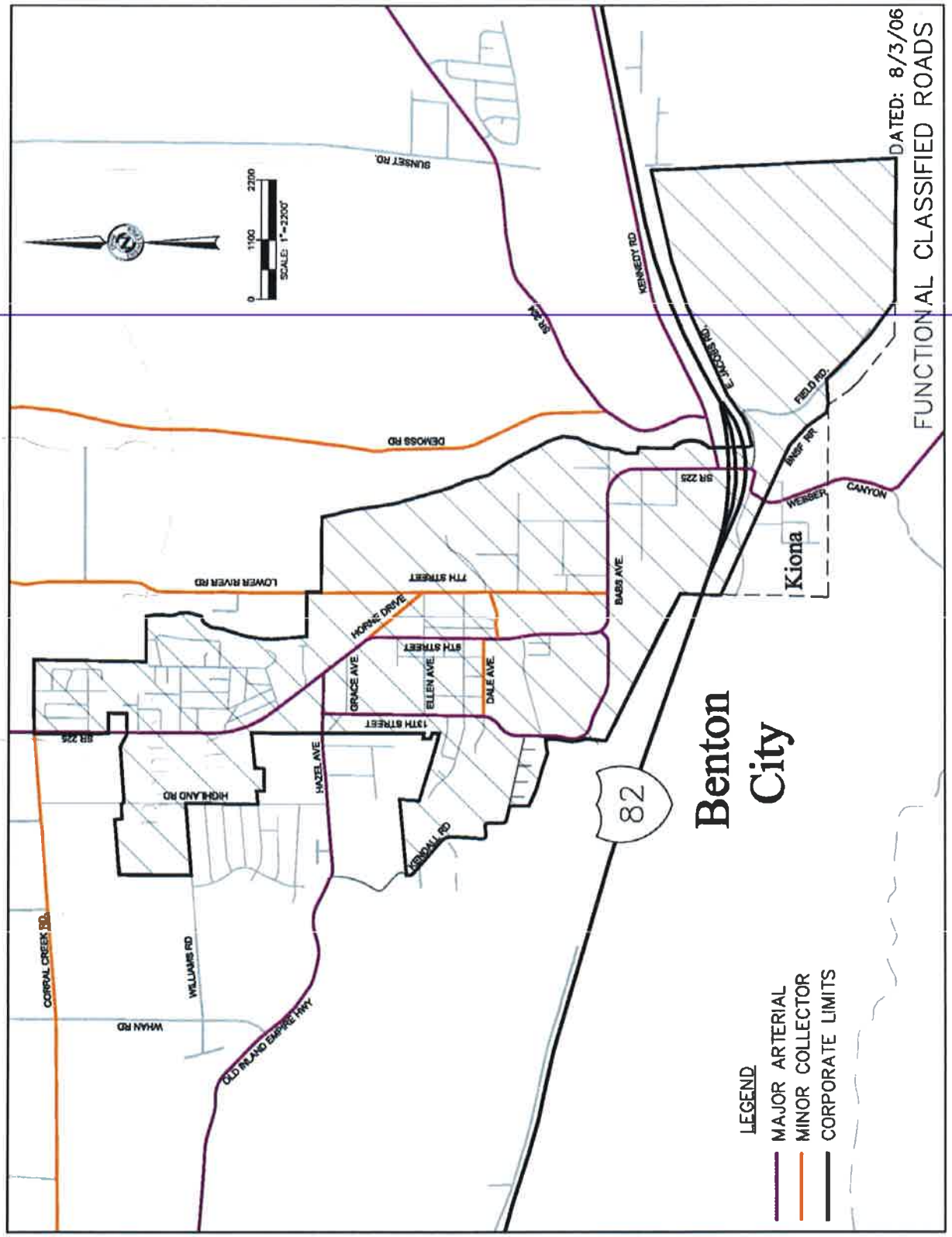
Appendix H. – Wellhead Protection Plan

Appendix I. – County-Wide Planning Policies


BENTON CITY
LAND USE MAP
NOVEMBER 2, 2015
LEGEND
URBAN GROWTH AREA
CITY BOUNDARY
RESIDENTIAL
PARKS
COMMERCIAL
MANUFACTURING / LIGHT INDUSTRIAL
GOVERNMENT
RIVER / LAKES
AGRICULTURAL SUBURBAN
FLOODWAY
SPINK
ENGINEERING

MAP 1


MAP 2
1 SENIOR CENTER
2 MEDICAL CLINIC
3 POST OFFICE
4 TRANSIT STATION
5 COMMUNITY CENTER
6 CITY HALL
7 LIBRARY
8 ELEMENTARY SCHOOL
9 HIGH SCHOOL
10 FIRE STATION
11 WASTEWATER TREATMENT PLANT
12 PAVED BIKE/ WALKWAY
13 RIVER ACCESS PARK
14 BUSINESS PARK
15 SKATE PARK
BENTON CITY
LANDMARKS MAP
SPINK ENGINEERING, LLC


FUNCTIONAL CLASSIFIED ROADS
DATED: 8/3/06
SCALE: 1"=2200'
0
1100
2200
SUNSET RD.
KENNEDY RD
SR 224
E. JACOBS RD.
FIELD RD.
BNSF RR
WEBBER
CANYON
Kiona
DEMOSS RD
SR 225
BABB AVE.
LOWER RIVER RD
7TH STREET
HORNE DRIVE
8TH STREET
GRACE AVE.
ELLEN AVE.
DALE AVE.
13TH STREET
HAZEL AVE
HIGHLAND RD
KENDALL RD
82
Benton City
CORRAL CREEK RD
WILLIAMS RD
WAHAN RD
OLD RIJANO EMPIRE HWY
LEGEND
MAJOR ARTERIAL
MINOR COLLECTOR
CORPORATE LIMITS