

Don Allen- Chair  
Gary Robins- Member  
Jeanne Wallace- Member



Stephen Zetz - Member  
Michelle McCloud- Member  
Stephanie Haug- Clerk Of The Board

## PLANNING COMMISSION MEETING

Wednesday, July 27, 2016

## AGENDA

Benton City Community Center  
6:00 P.M.

TURN OFF ALL CELL PHONES & PAGERS-EMERGENCY PERSONNEL USE SILENT ALERT

1. CALL TO ORDER
2. ROLL CALL
3. PLEDGE OF ALLEGIANCE
4. APPROVAL OF MINUTES FOR JUNE 29, 2016
5. ZONING TEXT AMENDMENT-ACCESSORY BUILDINGS
  - A. *STAFF REPORT*
  - B. *PUBLIC HEARING*
  - C. *FINDINGS OF FACT*
  - D. *RECOMMENDATION OF PLANNING COMMISSION*
6. 2017-COMPREHENSIVE PLAN PERIODIC UPDATE – *Oneza & Associates*
7. DISCUSSION-REGIONAL BRIDGE PROJECT
8. GENERAL COMMISSION COMMENTS
9. ADJOURNMENT

**City of Benton City  
Planning Commission Board Meeting Minutes  
June 29<sup>th</sup>, 2016**

**CALL TO ORDER** – (00:00:41\*Audio recording begins) Commissioner Zetz called the June 29<sup>th</sup>, 2016 Planning Commission Board Meeting at the Benton City Community Center to order at 6:07 p.m.

**ROLL CALL** – (00:00:51\*) **Commissioners Present:**  
Commissioner Gary Robins  
Commissioner Jeanne Wallace  
Commissioner Steve Zetz  
Commissioner Michelle McLeod

**Commissioners Absent:**  
Commission Chair Don Allen

**City Professionals Present:**  
Stephanie Haug, Clerk of Board

**Other Professionals Present:**  
Ferdouse Oneza, AICP, Oneza & Associates  
Ben Floyd, Sr. Managing Planner, Anchor QEA

**Citizens in attendance:**  
Kevin Sawyer, Benton Franklin Transit  
Val Nessen, 724 8<sup>th</sup> Street  
Nick Cino, North River Road  
Cindy DeLeur, Kiona-Benton Sentinel  
Allison Almaraz, 1542 13<sup>th</sup> Street  
Connie Meredith, 913 13<sup>th</sup> Street  
Randy Rutledge, Coordinator, Benton City E.D.C.  
Heather Duncan, Benton City Chamber of Commerce

**PLEDGE OF ALLEGIANCE TO THE FLAG/U.S.** – Commissioner Zetz led the Board and audience in the Pledge of Allegiance - (00:01:09\*)

**APPROVAL OF MINUTES FOR MARCH 30<sup>TH</sup>, 2016 PLANNING COMMISSION BOARD MEETING**  
(00:01:35\*)

**Commissioner McLeod:** I only have one thing that I'd like to add. When I said that Benton City was small, we were referring to the 1,000 foot distance for the marijuana businesses, I referred to the distance of a football field and that's 360 feet so it's just a little over 1,000 feet, 1,080 feet, the distance of a football field so that's quite a distance and so if you're thinking three football fields, and you look at in correlation of our City, 1,000 feet is a long ways, and so, yeah, right here on page two of eight, I refer to the distance of a football field, 360 feet, you times it by three, it's hundred and eighty feet. There are a hundred and sixty feet wide, it's also 57,600 square feet, so if you look at the football field up there, even if you took off the end zones, you're still looking 48,000 feet so that's quite a distance, three football fields in conjunction with the City part of the town, so...

**Commissioner Zetz:** So your change is to add that into the Minutes?

**Commissioner McLeod:** Yeah, because I recall talking about the distance, I said Benton City's a small town and in conjunction with a football field, it's a thou...one thousand, eight hundred feet is three football fields long...

**Commissioner Zetz:** It's right here...

**Commissioner McLeod:** Yeah...

**Commissioner Zetz:** So you said "Referring to stores – Town is very small"

**Commissioner McLeod:** And I referred to the distance of a football field in conjunction with our main street; it's three football fields long, one hundred an eighty feet. That's a long distance in a small,

small town. I didn't say much at the last meeting, but, so even if we just have the numbers, Stephanie, since we are going over feet. That's a long ways...

**Commissioner Zetz:** Stephanie, do you have the audio from the last meeting?

**Ms. Haug:** Yes, I believe these were typed verbatim from that audio recording.

**Commissioner McLeod:** Okay, I didn't have the exact footage at the time, but I used the reference to the distance of the football field. That's all.

**Commissioner Zetz:** Not, not seeing that in here, are you wanting Stephanie, to maybe review the audio to compare with the Minutes or do you want to approve the Minutes?

**Commissioner McLeod:** If she would like to...

**Commissioner Zetz:** Or do you want to approve the Minutes just with that notation?

**Commissioner McLeod:** Just with that notation. I didn't say much at the last meeting.

**Commissioner Robins:** With notation noted, I'd like to pass the new notes to the last meeting

**Commissioner Zetz:** We have a motion?

**Commissioner McLeod:** Motion carries.

**Commissioner Zetz:** Second?

**Commissioner Wallace:** Second.

**MOTION #1 - Commissioner G. Robins moved and Commissioner J. Wallace seconded to approve the Minutes of the March 30<sup>th</sup>, 2016 Planning Commission Board Meeting with notation.**

**VOICE VOTE #1 –C. G. Robins, C. S. Zetz, C. M. McLeod, C. J. Wallace  
ALL YEAS. Motion carries.**

**2017 COMPREHENSIVE PLAN PERIODIC UPDATE – Oneza & Associates (00:06:02\*)**

**Ms. Haug – Introduction – Oneza & Associates – Update 2017 Comprehensive Plan**

**Ferdouse Oneza, AICP, Oneza & Associates/Ben Floyd, Sr. Managing Planner, Anchor QEA**

**<<< Power point presentation >>>**

Included in packets

**Ms. Oneza – Thank you very much – Ferdouse Oneza – Oneza & Associates – Ben Floyd – Anchor QEA – Working on Comp Plan update – Have another consultant as well – Team Oneza & Associates – Comp Plan amendment – Brief overview of Update – Do exercise and visioning workshop – Overview of what Comprehensive Plan is – Why we are doing Comp Plan Update – Then get ideas from you – What you want from your community – Expectations for future – Presentation – Will go over it quickly – Pass it over to Ben Floyd – Will take input from you - What is Comprehensive Plan? Basically Comprehensive Plan is guiding document for community – Reflects vision for community – What you want your community to become – Has set of goals and policies framework – Has to comply with State laws – Growth Management Act main guiding principle for plan - Current Comp Plans has these elements – Will be looking at your existing elements – Make sure it complies to Growth Management Act – As well as your vision and aspirations for community – What is Growth Management Act? Framework to plan for twenty years of growth – State law guides us – Mandatory elements in Act – Can be tapered for local conditions in Comp Plan – Doesn't have to be exactly what State Law tells us – Have to comply with requirements but based on local conditions – City due date for Comp Plan Update is June 2017 – About year from today – Will have to complete Update and get State approval within this timeframe – Growth Management Act – Huge document – Overview – Fourteen planning goals – Have to address all fourteen in Comp Plan – Only applicable goals – Whichever is applicable to community – Looking at those and Comp Plan current elements to compare what we have and what we need to update – Overview of existing Comp Plan Land Use Map**

– Land Use and Zoning Maps in back of you for you to review – Not going through those details tonight – Turning this over to Ben Floyd for exercise and input

**Mr. Floyd** – Any questions? City has an existing Comprehensive Plan – Going through and updating – Tonight trying to get public input on elements of Plan – What should be updated as we go along – Just getting started – Where do we want to go? How do we want to get there? Every Comp Plan has a Vision Statement – This is what is currently in your Comp Plan – Captures the essence of what you want your community to be – Shared image going forward – Vision talks about how you see City in next twenty years – What important issues need to be addressed – Vision includes things like business retention and expansion – Identified some areas – I-82 Interchange – Downtown – Port of Benton area – North commercial area – Business retention and expansion – What is your vision? Open forum both Planning Commission and members of public – What is your vision for these areas and other areas in City?

**Connie Meredith** – Sports Complex – 13<sup>th</sup> or 14<sup>th</sup> Street – Across freeway would be great

**Randy Rutledge** – Grant writer (inaudible)...

**Mr. Floyd** – Doing type of feasibility study?

**Allison Almaraz** – Updated every twenty years? Twenty year vision? Is this update from twenty years ago or from annual update?

**Ms. Oneza** – This is ten year update – Cities and towns required to update every ten years – When updating - Look at the twenty year

**Ms. Almaraz** – What we're looking at now is from ten years ago?

**Ms. Oneza** – One of the things I can clarify – When look at twenty year vision or plan – Look at population projection and land capacity for twenty years – So how you much you might grow – What type of facilities might need to support that population

**Heather Duncan** – Elaborate on Randy's comment – Grant writer – Develop City's recreation plan – to submit to State Recreation and Conservation Office – Qualify future projects to be submitted for grants through them

**Mr. Floyd** – That recreation component can be incorporated right into Comp Plan – Will have that for future grants going forward – Business retention and expansion – Any businesses or opportunities you'd like to see included in Benton City not currently here? Could potentially locate here?

**Mr. Rutledge** – Lot of work on I-82 – Working with DNR – Acreage beyond pad site - Future growth of Benton City on freeway – Commercial or Light Industrial – Sewer and water (inaudible) – Ground available and highly visible – Red Mountain area – Freeway

**Mr. Floyd** – Prospects?

**Mr. Rutledge** – Yes – Prospects

**Mr. Floyd** – Any improvements? Changes in land use zoning that need to happen at Interchange property to make it more attractive?

**Mr. Rutledge** – Former mayor's position to let developer tell us what they wanted to do – Right now all zoned Light Industrial (inaudible)

**Mr. Floyd** – Section of Commercial with Light Industrial around it

**Mr. Rutledge** – About two hundred acres of Light Industrial

**Mr. Floyd** – From land use perspective – Feel like it's in pretty good shape going forward – What about downtown – Thoughts? Vision for downtown – Changes need to be made – Signage standards – Changes in zoning? Speaking to Commission as well as public

**Val Nessen** - Working to get things cleaned up – Painting - Plan to put in next to realty place – Knock down fence and put an (inaudible) there – Empty shops and broken windows – Garbage – Not pretty to drive thru town - Awesome if we could clean some of that up – Attract more people if it didn't look so rundown

**Commissioner McLeod** – On that note – When Councilwoman McLeod – Talked about raising money to reface community to bring people in – Revitalization Plan – Ties into what you're saying – If our town was more beautiful – People would want to come here and spend money – Make us more profitable - Huge focus – Most important focus to fix downtown – Fix our downtown so we can keep our businesses and bring people here – Should be priority

**Ms. Nessen** – Would volunteer my time and effort for clean up projects

**Commissioner McLeod** – Hoping grant writer will focus on revitalization of downtown as well – Reface the community - Talked about Prosser and Walla Walla – Beautiful cities – Small and compact – Draw because they're beautiful – If we could make our store fronts beautiful – People would be drawn to us as well

**Commissioner Wallace** – Would like to request City maintain existing bike trail – However, would like to expand on equestrian trails – Accommodate in conjunction with bike path – Also corridors so we can get through town – Many horse owners and businesses in town – Live on Lower River Road near library – To ride from my house to Benton Franklin Junior Fair and Rodeo Grounds you have to get on street – Would like to see some corridor set for horses not bicycles to access arena

**Mr. Floyd** – Horses and dirt bikes? Equestrian trails to keep off busy roads?

**Commissioner Wallace** – At least give us corridors to ride through – Ride everyday – End up crossing roads – Riding through town – No alternative - Not worried about myself – Children and younger people – Horses that don't behave – Really dangerous

**Commissioner McLeod** – Reading Benton City website – Care about what others care about – Come to believe public very interested in finding access to river – Inner tubes and canoes – Fun activity – More access to river – Water activities – Water Park – In vision – Thirty years before my vision when I was in high school – Talked about us swimming in pool - Still in vision – Would like to vision my grandchildren swimming in that pool – Water park at least

**Mr. Floyd** – Got that captured

**Ms. Duncan** – Downtown – How do you make private property owners (inaudible) – Some way at least inspire vision in them – Our downtown could be something wonderful if we didn't have so many downtown properties utilized in ways that are not inviting of the public to come in and shop and linger downtown – One old building is records storage – Another is business address for someone never though – Files and stuff in there – Another business space just a play space for owner's child while they mind the store – How can we make better use of our downtown and encourage business owners to go in that direction

**Mr. Floyd** – One of suggestions is Revitalization Plan – Can include in Comp Plan – More detailed review of downtown area – Come up with recommendations and suggestions for addressing these issues

**Ms. Duncan** – My downtown burning desire is a sit-down, hang out coffee shop – Meet with friends and neighbors

**Nick Cino** – All talked about this elaborate, nice, want to encourage and develop the downtown space – All talked around it – Chicken and the egg – Think we had grad students from WSU defined third space – If home first space – Job second space – What is your third space – Identified based on demographics of Benton City – Large percentage of young people in early to mid-twenties – Said City would do well to have some kind of brewery – All talked about how great to have a downtown like Prosser or Walla Walla – What is destination? It's great if it's beautiful – To have cobblestone

sidewalks – Why am I there? I'm there to spend my dollars – Well, what am I spending them on? Mine's a greater question rather than a statement – What are we doing to entice that person to open store, restaurant or library with Barnes & Noble downtown? Where's the enticement? If money goes into looking beautiful – Will people come? Don't know if direct correlation – We could make Benton City look beautiful – They might still see more benefit to opening a (inaudible) – Which comes first – Chicken or the egg? Suppose you consultants would be able to tell us

**Commissioner McLeod** – If you could see Revitalization Plan that exists – Would see beauty in it – How it's all listed – What's inside stores - Breweries and wineries have been talked about – All kinds of businesses – Kind of like Leavenworth – I was tour bus captain for about fourteen years – Taken people to all these places – If we make ourselves more attractive – People with money would want to come in those buses by the busload

**Mr. Cino** – Come for winetasting – Go downtown for souvenirs or stop for lunch

**Commissioner McLeod** – Would like you to see it – If you could see it perhaps you would see what we're hoping for – Hoping grant writers will help us get from Point A to Point B – Our businesses can't afford to stay alive let alone be beautiful

**Ms. Oneza** – Good point – Which comes first – Well get to each of those items – That will come – Want to show you how we're going to get to vision – Big picture – Where are we today? Where do we want to go and how will we get there? Probably the question – Do you want to be like Prosser? Like Walla Walla? – Own niche in market? Big picture we're going to discuss – What is your potential? What is working now? What might work in future? Is it just downtown? Downtown and wine industry? Multiple store fronts and hotels? Tourism? Things we want to hear from you as big picture – Going to do to details as well – How do you see Benton City in next twenty years? Our question to you – Why we're asking all these questions – How do you want to see downtown? What are some of the important issues to City – Once we have topics discussed with you – Will go back to big picture again – Solidify our discussion

**Ms. Almaraz** – Regarding comments about micro-breweries and having other things – When those businesses close at end of day – Have families here need things to do – Not everybody has children – As person with no children – I want something to do here that doesn't involve going to bar – No problem with bars in town – Individuals without children – Married or not – Need options to go someplace without children – Whether it's a movie theatre or bowling alley – Have to be something for adults who live here to do as well – Next twenty years – Need right now – What is town going to do when latest fad business is gone and left the area – What works now might not work in twenty years – Personally not huge wine drinker – Born and raised in Pasco – Wineries in area are going to stay – A wine tasting room might work in this area – People might want to stop for wine tasting and stay night – Fad things might not – Outdoors – Stopped by boat launch – Kind of depressing – Nicer than thought – Not much there – Not something that can be tapped into the outdoors we have – Lived here three months before I knew we had walking trails - Talk about equestrian trails – Outdoor things are tapped into – Those will always be attractive to people – ATV trails on other side of bridge – Those are things that draw people in – Some many things here – Think sometimes small towns want to keep things to themselves – Their little secret – Don't want outsiders coming in – Think only way for Benton City from fairly new outsider's view to survive is to invite outsiders in – However have things for residents to do in evening when all tourists have left for day

**Mr. Floyd** – Good comments – In long term – Build off strengths of local region – Winery – Outdoor activities

**Mr. Rutledge** – Having been here ten years – Less depressing now than was ten years ago – Actually made growth forward – Talking about somebody investing their dollars in these businesses and to survive – Got to somehow get natives to stop and utilize our restaurants - Stop and utilize our shops – Not doing it - People struggle here in downtown core – Educate people there is strip mall sits block off – Can't get people to go look at it because it isn't on 9<sup>th</sup> – Nothing really available on 9<sup>th</sup> – Brand new

strip mall behind Post Office - When I do get new people into town – Too far off 9<sup>th</sup> – All so focused on that one street - Got to get people to start thinking about sites (inaudible) not that far off

**Mr. Floyd** – Comp Plan designed to create opportunities – Opportunities may exist today - Marketing effort – Step back and think out twenty years – Do you want to have a thriving downtown?

**Commissioner Zetz** – Correct me if I'm wrong – The vision is Benton City should be what Tri-Cities is not – Focus on quality of life issues – Taking into account the citizens first – Tourism second – It's about the people who live here every day – When it comes to tourism – Talk to tourists – Isn't just about destination where they're going to – It's about their envy – "Wish I could live here" – Not just downtown – When they take a drive – "Look at those houses" – Total package there – Think we miss when trying to focus on just a specific street or specific place – Has to be whole town image

**Mr. Floyd** – Focus on image of entire town

**Cindy DeLeur** – Think big part of what Mr. Rutledge and Mr. Zetz is saying - Solve easy – Creating downtown to be an historic downtown – Provide beautifications to our older buildings – Port of Benton buying left and right – Know (inaudible) down the road – Then outer areas off 9<sup>th</sup> Street or down by freeway could be something that attracts people tourism or not from freeway to historical downtown area – Don't see why we don't have an historical downtown modification – Prosser has historical downtown area – That's not where all the fun stuff is but it's beautiful – They have events center – Walla Walla has something similar – Even Kennewick has historical downtown area – Kennewick is like two cities – Historical downtown for events or to mall

**Mr. Rutledge** – In Revitalization Committee we're going there – One time we were railhead – Takes time and money – Have made efforts – Redoing our core – Terracing parks to utilize stage – Maybe get free movies downtown on weekend night – Get people to come into town – We are doing many things – Could use more volunteers – Sign up

**Commissioner Zetz** – What does it mean when you say Benton City, I live in Benton City. It is a bedroom community to Kennewick? I want it to be Kennewick -I want it to be Richland - I want to be Prosser - I want it to be Walla Walla - I want it to be something unique

**Ms. Meredith** – Has to be – All the open space we have – That's why people come here

**Mr. Floyd** – Capitalize on the open space

**Commissioner McLeod** – Revitalization Plan focuses on our beginnings as railroad town – Wish pictures could be here so you could see - Amazing

**Ms. Oneza** – Let's go back to what Steve was saying – What we want our community to be – Is that a bedroom community? Is that a small rural community? Is that a tech-based community? Just throwing out examples - How do you see your community to be – Know downtown is a component as is recreation – Overall as you think of Benton City – How do you want to think of Benton City? How do you describe Benton City? Just pick one or two words or sentences

**Mr. Cino** – Hallmark – Movies Hallmark has around Christmas – Driving to someplace – Hallmark movie

**Ms. Duncan** - Norman Rockwell

**Ms. Meredith** – Railroad bridge – Historical – All those things

**Commissioner McLeod** – Beautiful – Ties in all the horses and the walking and the hiking

**Commissioner Wallace** – Rural

**Mr. Rutledge** – Not just grapes – We grow apples – We grow

**Ms. Meredith** – Orchards were here first

**Commissioner Zetz** – Agricultural based – How about pace? Do you want the pace of Tri-Cities or pace of Benton City? Small town feel?

**Commissioner McLeod** – Walking friendly

**Mr. Rutledge** – Raise a child here – Get around of town – Your child will not get in trouble in this town – Someone (inaudible)

**Commissioner Zetz** – Think what you're hearing is quality of life issues for Benton City – All those components that go along with that – Think that captures everything – Mentioning after hours – Place to go for entertainment – Quality of life thing – Place to take your kids – Riding trails for horses – Quality of life issues – Captures those with strong vision – Tourists will come just to see what you have

**Ms. Oneza** – Hearing it's about quality of life – Caring about citizens first – Tourism will come automatically as sequence of that – What other big picture things can you think of?

**Ms. Duncan** – (Inaudible) from a continuing flourishing wine industry on Red mountain tourist traffic – Nationally known campus of human services industry – Inclusive of what we could have – Freeway exit – Development of professional offices and industries – Bringing in good jobs – Increase income for all – Downtown amenable to local people and visitors at a safe slower pace for pedestrians and private vehicles – Twenty years out - Current 2225 truck traffic that used to come through town early part of century – Now taking industrial 225 route crossing river and connecting with Whan Road at Corral Creek before rejoining the historical route up Horne Road – Old 225 business loop – Good start – Lot of money – Big vision – Out there on timeline

**Commissioner McLeod** – Talking about highway bypass? Rumor about that around town

**Ms. Duncan** – Rerouting 225 to cross river further west

**Kevin Sawyer** – Ben Franklin Transit – Not a resident – Attends for insight

**Ms. Oneza** – Hearing rural community – Relaxing pace – Quality of life – Taking care of citizens – Other thoughts? Example: Raising a family – School – What else comes to mind when thinking of Benton City

**Ms. DeLeur** – Can't stay blind to the crime in Benton City - Needs to be addressed – Speaking of schools reminds me of kids and protecting them - As part of plan need to incorporate better neighborhood watches or crime protection of some sort – Our walking paths don't have any type of fencing around them to protect property owners along path – Fence would detour opportunity – Huge drug problem in City – Needs to be addressed – Want safe community – Want to grow - Sometimes you've got to pull out weeds

**Ms. Meredith** – More jobs for kids

**Commissioner Zetz** – Job opportunities

**Commissioner McLeod** – If we improved on what we have – Would keep kids safe where they're at – Skate Parks and parks – Where we can see them – Beat that idea to death – Idea of cost for fence – If you look at skate park – Fence down middle between field and skate park – Cement fence almost \$20,000 – Only guesstimate – It's never the guesstimate – Guesstimate always wrong

**Ms. DeLeur** – Sure it's expensive – Not arguing that – If providing walking or bike paths – Need to provide safety for community members living along path – Not even any lighting on path

**Ms. Meredith** – Doesn't have to be sound barrier fence – That was a sound barrier fence between a home and the skate park

**Commissioner McLeod** – Even a cyclone fence costs about \$5,000 just a short distance

**Commissioner Zetz** – CPTED principles – Crime Prevention Through Environmental Design – Comes with Comp Plan – Similar to what we're doing here – Say "I want these things as part of that vision, that quality of life" – Different level in Comp Plan - How you design those things – Implement CPTED in municipal code – Have design requirements that include safety – Fairly new last five years

Mr. Floyd – Specifics helpful - Can generalize them for goals and policies and updates to Plan – Specifics will be captured and shared with Planning Commission and Council

**Commissioner McLeod** – Lot of ordinances – Over a year to create fencing ordinance – Super complicated

**Ms. Oneza** – Helpful – Taking big picture from you – Will get into vision – Then goals and policies – Then entire Comp Plan – Then regulations – Layers of things how you have vision thru how you get it implemented

**Commissioner Wallace** – Comment – Haven't addressed aging of population – Benton City will age – Will have more seniors – Some may choose to stay – May need some services – Activities – Accommodating handicapped people – Things of that nature

**Mr. Floyd** – Anything related to residential areas – Natural resources – Open space – Parks and recreation – Haven't already covered? Twenty years out - Are there areas where we need to have more housing developments – Areas need more open space

**Ms. DeLeur** – Sure there are lots of rules and regulation – Probably expensive - Think we should restructure our City limits areas – Should restructure how far our City limits goes – How the lines are set up – More area – Some people live in town unable to vote due to where line is drawn

**Commissioner McLeod** – In twenty year vision – Will mutate as we go – Need more housing - Apartments, general homes and motel – In long term plan – People need somewhere to sleep if they're going to come enjoy everything

**Commissioner Zetz** – Comp Plan part of process – Redrawing that (inaudible) expanding UGA – Don't know if there yet on numbers

**Mr. Floyd** – Just getting started

**Commissioner Zetz** – May include expanding the Urban Growth Area

**Ms. Oneza** – Do have certain areas in UGA right now that have not been added to City – Go through other areas as well

**Ms. Duncan** – City limits and growth that makes sense – Definitely look at UGA - Rural ambience

**Commissioner Wallace** – In conjunction with feedback - Changing GMA and City limits – Own rural farm within city limits and GMA – Being in that area has seriously comprised my ability to function as a farm – Need to address that – Many rural people have no intention on changing in next twenty years of planning period – Feel may not be appropriate to include us if we have no intention of developing or moving away from our rural uses of our property – Keep that in mind – Need to make concerted effort to address huge population of farmer and ag types – Recreational types with horses and cattle

**Mr. Floyd** – What would you address in Plan - How would we tackle that?

**Commissioner Wallace** – Example – Being in Growth Management Area – Have a lot of trees – Just spread – Russian Olives – One of my problems – Can't burn – Not feasible – Acres of trees keep growing and coming back – Understand Clean Air intentions – They don't think about the fuel it takes to cut down and haul – Consume valuable landfill space to put debris in – Nonhazardous - Most significant

**Mr. Floyd** – May be challenge to deal with – County-wide rules in place

**Commissioner Wallace** – If not in Growth Management Area – Friends inviting me to take my stuff to burn on their land – Some of those are within City limits

**Ms. Oneza** – Understand your challenge – Growth Management Act does require some areas to grow – That's why it was implemented to begin with – When entire I-90 corridor was being developed without any planning – Challenge was you could build a home here and five acres away – Another home

being built – How do you provide services to those areas – Hard for County or City to provide five mile long road just to serve one home – Not cost effective to municipalities – That's when Growth Management Act kicked in – Basic tenet of this – Within Growth Management boundaries of cities – Have development – Urban growth within Growth Management boundary – Outside you have rural growth – Differentiation of two are clear – At same time – Look at local commission – Benton City rural community – Slow paced community – Are going to work with you to see how we can maintain – Are certain requirements within R.C.W.s and W.A.C.s we have to consider

**Commissioner Wallace** – We have big swaths – Lower River Road pretty much country – Everybody has horses, cattle, sheep all the way down – Within Growth Management Area – Much of it in City limits

**Mr. Cino** – Agree with that – Live in Urban Growth Area – No desire to be part of Benton City proper – Will look to legal action if it gets to that point – Better to look at where we've designated as Urban Growth ten years ago – Does it still make sense today? Have seven acres down there – No intention of sub-dividing it – To Commissioner Wallace's point – Just because we did it that way ten years ago – Doesn't mean it makes sense today – Expanding out to different areas to west of town

**Mr. Floyd** – What I'm hearing - There's a Benton City community in the City and outside the City within the Urban Growth Area – Want to maintain rural lifestyle – Have it be a larger community – But are areas never really going to develop at a higher urban density – Maybe consider change in land use

**Ms. DeLeur** - Also some areas considered in the community as far as City limits but boundaries do not show that they are – More what I'm referring to – Can have growth as far as City limits population if those boundaries were changed to include those areas

**Commissioner McLeod** – Makes sense – People in county want to vote for things in City – People in City don't want to hear what people in County say – Ongoing issue

**Mr. Floyd** – May need more integration with County plan around Benton City to see if it fits together

**Mr. Rutledge** – Don't think there is any desire to go down Lower River Road

**Mr. Floyd** – Does anyone know how that happened

**Ms. Haug** – They have sewer

**Commissioner McLeod** – Going to be forcing some people to have sewer – Behind High School – On wells – Not part of City but are developed

**Ms. Haug** – City offers sewer services – City cannot provide utilities services outside its UGA – Portion of that based on service locations

**Mr. Cino** – Live at end of sewer system – Four properties tied into sewer - Had to pay off lien when purchasing home few years ago – Three other residences tied into sewer I know for fact are not paying the City – City came out to my home to ask if they could run water through yours to see which one is yours and cap the other three - To others who also live in Urban Growth Area – I don't get a vote – My understanding is I'm paying an exorbitant sewer bill each month – Equivalent to having septic pumped twice a year – I know I'm paying for sewer – I'm paying a two percent incremental increase every year from now until sewer is paid off – Would like to see City change direction in terms of where it chooses to expand – What's done is done – Can't take sewer back - Not asking – Lets' look at where City is growing – See if it makes sense from 2017 through 2027

**Mr. Rutledge** – Seems to me ten years ago (inaudible) twenty years ago – Made that area (inaudible) and bring in ground over towards Kennedy Road and Kiona – Ten years ago tried to expand – Not easy process – Tried to expand to include (Inaudible) just across the freeway – Tried to take all way down Kennedy Road to West Richland other side – Did not happen because of Growth Management

**Ms. Duncan** – Ideal for commercial development is historic Kiona - South

**Mr. Floyd** – Talked about Lower River Road and Kiona – Any other areas you talked to about

**Commissioner Wallace** – Orchards are not included in Growth Management Area – Know of at least one property owner that objected to being included in Growth Management Area due to orchards – Somehow able to be excluded – None of us were given opportunity to be excluded – Don't know what process would be – Notch out of these orchards – Owned by specific area – Objected to being in Knew effect would have on operations

**Commissioner Zetz** – Specific formula – Urban Growth Areas established based on formula for growth – Required to accommodate amount of growth based on population forecast – Little confused – Hearing about wanting a vibrant downtown but not wanting residents or growth necessary to support it – If you want orchards and horses – Going to be tradeoff for that – Have to have urban density in any jurisdiction to support those businesses – If it's five hundred residential parcels – Then that's the vision we need to follow – If not – Can't have both

**Commissioner Wallace** – Interesting you say that – Looked at Finley when first graduated college – Have larger lot sizes – Required in certain areas - Rural in nature – Person spoke to highly educated – Worked for EPA - Chose region for same reasons – Should not think educated Hanfordites aren't going to come here because it's rural – Know many Hanford workers came here to ride or race horses – Raise cattle and sheep

**Commissioner Zetz** – My point – City only so big – Can have fifty people living on fifty acres – Or can have fifty-thousand people on fifty acres – (Inaudible) – Recommendations – Get numbers back – May be too much

**Mr. Floyd** – Maybe City itself has core services and mandates – Rural area around City linked in and integrated – Not only use businesses - Access to trails – Facility rural lifestyle right around the City

**Commissioner Wallace** – Note – Within existing Comprehensive Plan – Addresses employment in town – States Benton City is located in extensive agribusiness area – States total employment in community can be generalize in three categories – Agribusinesses – Government Services – Professional and Retail – Major integral part of community, identity and culture – One of major businesses within community

**Commissioner Zetz** – Trade off – Terms of where you can invest and lot sizes, etc. – Benton City proper within City limits will have certain character – Then surrounding rural areas will also have certain character

**Ms. DeLeur** – Housing developments that may be trailer parks – City not receiving revenue from because not considered within City limits – Revenue might not make or break us – Is revenue City needs – Right by High School – Main strip of town – Stores – Schools – Only grocery store – That whole section should be considered within City limits

**Commissioner McLeod** – Most homes have septic tanks – Since they're going to force them to have sewage – Will be forced into City – Not bad thing – Would be financial hardship on those people

**Ms. DeLeur** – That's the trade we're talking about – Want to grow – Putting foot in mouth by allowing those things to continue

**Ms. Duncan** – Might be hard sell – Kind of logical way to look at it – Still have capacity within City limits for expanded growth within current residential areas – Can become more dense within City limits

**Commissioner Zetz** – That's the intent of Growth Management Act – Make cities denser – Faster growth in County – Doesn't always happen – Some places in County experiencing residential growth Twenty acres farms then ten and then down to two acres – Challenges in last couple of years – Counties working closer with jurisdictions to try reeling that in – Keep counties rural and cities urban densities - Formula – Not just what's in your UGA – Also inflow taken into account

**Commissioner Wallace** – Issue with existing Comp Plan defines rural lands as basically not within Urban Growth Area – Have rural lands in Growth area – Somehow got scooped in

**Commissioner Zetz** – Sounds like because of sewer

**Commissioner Wallace** – No – Had septic and well – No attachment to City – City might have run sewer down the street but I didn't get services – Also my family has been farming continuously since 1933 – Now being I'm being identified as Residential – Non Rural – Definition in Comp Plan needs to be addressed – Definition of rural lands - Basically says all lands which are not within Growth Management Area or not designated as natural resource lands and having long term commercial significance for production of agricultural products, timber or extraction of materials - Lot of us have agricultural products – Pasture horses and cattle – Sell our meat – To us we do

**Ms. Oneza** – Good discussion – Issues with urban density – Whether to be in City or County – Our intent is to get vision for City itself – Will look at all ideas gathered from you today – Urban growth issues will come up when we look at your density and your trend of your density for past years – See how much you'll need in next twenty years using same trend – Guidelines State has shown in multiple court cases we have to use similar range for future projections – Will work with County to get their projections for your City to see how much land you need – May not need more land – Going to find out – Next step – Tonight – If no other big picture ideas – Next step – Look at rules and policies – On line – Summarize those – Consistent with vision – Consistent with Growth Management – Next phase – Policy direction will guide plan – Based on that we'll look at your capacity – Policy first then plan development

**Commissioner Zetz** – Can I ask you folks to come back to these meetings?

**Mr. Cino** – Quick Serve Restaurant in town?

**Ms. DeLeur** – Compare to other town close by – Leavenworth – Have historical grounds – Rural or otherwise – Prosser more upscale – Leavenworth overall vision everyone has in own way

**Comissioner McLeod** – Similar to Leavenworth on smaller scale

**Mr. Floyd** – Dayton and Waitsburg also – Similarities – Railroads and rural lands

**Mr. Rutledge** – Really don't fit Leavenworth model – More so to Waitsburg

**Ms. DeLeur** – City surrounded by number growing communities – Could be a Leavenworth

**Mr. Rutledge** – Washington Wine Country – Amazing how many wineries are located in Benton City – Whole theme for us to build on

**Ms. Oneza** – Leavenworth has unique quality – Something you want to bring on

**Ms. DeLeur** – We all do – Preserve our agriculture and rural areas – Dayton and Waitsburg so far out – Not being swarmed like we are – Sucked into Tri-Cities and Prosser – Don't get our uniqueness like Leavenworth soon – Just going to be (inaudible)

**Mr. Cino** – Means have our own unique identity to preserve and maintain – Main Street Programs or federal grants for Prosser and Walla Walla

**Mr. Rutledge** – Grant writer – Checking grant availability – Not solved by grants – Must survive by free enterprise – Drivers are survivors – Get out of car – Walk around

**Ms. Meredith** – Tri Cities cheaper – Doctor or Dentist

**MR. Floyd** – Thank you for comments - Summary on City's website

**Ms. Meredith** – Sports complex with year around pool

**Mr. Rutledge** – Pools supported by taxpayers not tourists

**Commissioner Wallace** – Comment involving public involvement – Large population of Hispanics in town – Not much effort to provide bilingual contact or information or someone to help them – Nor are we really reaching out to them

**Ms. Meredith** – Also have Russians

**Commissioner Zetz:** Next meeting – July 27<sup>th</sup>

**Ms. Haug** – July 27<sup>th</sup> at 6:00 p.m. - In City Hall Council Chambers

**Commissioner McLeod** – Not able to attend July meeting

**Commissioner Wallace** – Three ideas for public involvement – This month's Bulletin only provides date – Need to do better job informing people – Can address with Linda Lehman – Benton City advertisements in Legals said meeting – Needed to dig into it for information – Need to emphasize public meetings – Put it in bold – Also need to put in Notices where they can access Comp Plan – Need to get schedule of how things are going to roll out in future so people will have idea of when and how to become involved – E.D.C. example

**GENERAL COMMISSION COMMENTS** (01:38:21\*)

**ADJOURNMENT** (01:40:00\*)

Commissioner Zetz adjourned the June 26<sup>th</sup>, 2016 Planning Commission Board Meeting at 7:46 p.m.

Planning Commission Meeting ended at 7:46 p.m. (01:40:00\*Audio recording ends)

\_\_\_\_\_  
Don Allen, Commission Chair  
Planning Commission Board

\_\_\_\_\_  
Stephanie Haug  
Clerk of the Board

Date: \_\_\_\_\_



First Reading: \_\_\_\_\_

Second Reading: \_\_\_\_\_

**AN ORDINANCE OF THE CITY OF BENTON CITY,  
WASHINGTON AMENDING BCMC CHAPTER 20.51.030  
"ACCESSORY BUILDING -- SETBACK DIMENSIONS"**

**WHEREAS**, the City of Benton City has recognized that in some cases its municipal code regarding the rear setback requirements applicable to accessory buildings may make it difficult for property owners to build a covered rear porch and still comply with rear setback minimums. NOW, THEREFORE,

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

**Section 1.** That Section 20.51.030 of the Benton City Municipal Code entitled "Accessory Building – Setback Dimensions" shall be and hereby is amended and shall read as follows:

**20.51.030** **Accessory Building – Setback Dimensions.** In any R district, accessory buildings shall observe any street frontage setback dimensions required by the district in which located. In any R district, an attached covered porch, being attached to the main building on one wall and open on the other three walls, may interject into the rear setback leaving a minimum 10 foot open setback to the rear property line. Except as specified elsewhere, a detached accessory building in any R district shall not exceed fifteen feet in height, shall not occupy more than thirty percent of the required rear yard, and shall not be closer than a minimum of ten feet from any other structure to allow for the passage of emergency vehicles or within a radius of ten feet from the vertical center line of any window in a dwelling on any adjacent lot. When located within any required rear yard area, a detached accessory building shall set back a minimum of five feet from rear property lines except that a detached accessory building may be built to the rear lot line in all instances when the rear of the lot abuts an alley. (Ord. 765, September 2003.)

**Section 2.** 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 \_\_\_\_ day of \_\_\_\_\_, 2016.

\_\_\_\_\_  
Linda Lehman, Mayor

ATTEST:

\_\_\_\_\_  
Stephanie Haug, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Leland B. Kerr, City Attorney





## Memorandum

**Date:** July 8, 2016

**To:** Stephanie Haug, CMC; City of Benton City

**From:** Ferdouse Oneza, Oneza & Associates

**Re:** Visioning Summary of Benton City Comprehensive Plan Periodic Update

The visioning meeting for Benton City Comprehensive Plan Periodic Update was held on June 29<sup>th</sup>, 2016 at the Planning Commission workshop at Benton City Community Center. Vision discussion included big picture topics as well as some detailed ideas as summarized below. The meeting was attended by representatives from Benton City Economic Development Council, Ben-Franklin Transit, local news agency and Benton City residents.

### Overall Vision for Benton City

- A place to raise family that provides quality of life for its the citizens
- A place for single individuals as well as aging population
- Reflects positive image of the entire town
- Hallmark of unique components:
  - Rural and small town character
  - Relaxed pace
  - A lively historic downtown
  - Public access to the river
- A safe place with jobs, housing and recreation opportunities for its citizens
- A town that grows/expands with appropriate densities and in the right locations so that its population can support local business

### Detailed Objectives

#### Downtown

- Attract more people in the downtown area with a lively ambience of people sitting in cafes; beautiful storefronts
- Adopt a revitalization plan
- Coordinate local events to attract more people in downtown
- Inspire property owners to improve downtown businesses



- Create a “Third Place” where people interact and recreate outside of home and work

#### Recreational opportunities

- Promote outdoor activities
- Maintain bike and equestrian trails
- Enhance river accesses, parks
- Improve water activities
- Create a sports complex
- Offer activities and enjoyments for residents of all age groups

#### Industrial land

- I-82 Interchange area and DNR land for future industrial development

#### Safety

- Offer a safe environment for residents
- Implement CPTED (Crime Prevention through Environmental Design) principles, e.g. lighting, fencing, visibility, location of facilities etc.

#### Housing

- Ensure housing opportunities for all income groups
- Offer services and facilities for aging population

#### UGA Boundary

- Carefully review if annexation is necessary
- Expand appropriately, expand the City limits to protect what is special for the City
- Work with School district to review their plan for expansion
- Maintain density within the City limits

# Benton City Comprehensive Plan

## Existing and Updated Goals and Policies

### Land Use Goals and Policies

#### Urban Area

Goal 1. -Encourage development within Urban Growth Areas where adequate public facilities exist or can be provided in a cost efficient manner.

Policy 1. Encourage growth and expansion of the City to protect the unique character of the City, while maintaining appropriate density within the City limits.

Policy 2. Determine Urban Growth Areas of Benton City based upon official and accepted population projections for minimum of 20 years (CWPP).

#### Key land use issues (Visioning meeting, and Countywide Planning Policies)

- Urban area
- Small town character
- Positive image
- Appropriate growth and density
- Safety

#### Private Property Right

**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, property owners, citizens 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.~~

#### Design and Character

**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.

**Goal 2. - Create a well-designed and aesthetically pleasing city that reflects the small-town lifestyle of Benton City.**

~~Policy. Promote and maintain developments to enhance positive image of the City.~~

~~Policy. Encourage the use of design guidelines and CPTED (Crime Prevention through Environmental Design) principles to ensure safety and aesthetics of the built environment.~~

~~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 3 Policy. 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.~~

**Orderly Growth**

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

~~Policy. Ensure adequate buffering appropriate transition between land use types; discourage incompatible land uses from locating near or adjacent to each other.~~

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

~~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. Maintain consistency with the Countywide Planning Policies.~~

~~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.~~

Comment [o1]: Ask the City

~~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. Various Land Uses~~

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

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

~~Policy. Maintain the small town character of the single-family neighborhoods.~~

~~Policy 4. Place multi-family residential developments next to arterial streets, along public~~

~~transportation routes, or on the periphery of commercially designated areas.~~

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

~~Policy. Allow mixed use developments near downtown and transit that promote a pedestrian-friendly environment.~~

Comment [o2]: Ask the City

~~Policy 2. Plan for adequate commercial and industrial lands needed for to economic development and to support the local economy provide for the establishment of an adequate tax base for required city services and facilities.~~

~~Policy 5. Permit agricultural production use on properties suitable for agricultural uses within the Urban Growth Area while such use is viable. Policy 1. Provide adequate, well-located areas.~~

~~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.~~

## Housing Goals, Policies, and Strategies

### Housing Diversity and affordability

**Goal 41. - Promote a variety of residential densities and housing types to meet the diverse needs of the population.**

#### Key housing issues (Visioning meeting, and CWPP)

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

- Housing opportunities for all income groups
- Services and facilities for aging population
- Appropriate growth and density
- Safety

~~Policy 2. Encourage different residential types within a multifamily zones according to allowed density. 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.~~

~~Policy 3. Encourage housing types that offer services and facilities for the aging population group of Benton City.~~

~~Goal 3 Policy 4. - Encourage the development of affordable housing for all segments of the population.~~

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

~~Policy. Allow manufactured homes in residential zones and regulate them in the same manner as site built homes according to the zoning districts.~~

**Existing neighborhood**

**Goal 12. - 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.~~

**Compatibility**

**Goal 23. - Ensure compatibility of residential development with established and projected land use patterns.**

- Policy 1. Locate multi-family residential housing so it does not ~~disrupt~~ create conflict with 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 23. 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 34. 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~~

**Comment [o3]: RCW 35.21.684**  
 ...any city or town may require that:  
 (a) A manufactured home be a new manufactured home;  
 (b) The manufactured home be set upon a permanent foundation, as specified by the manufacturer, and that the space from the bottom of the home to the ground be enclosed by concrete or an approved concrete product which can be either load bearing or decorative;  
 (c) The manufactured home comply with all local design standards applicable to all other homes within the neighborhood in which the manufactured home is to be located;  
 (d) The home is thermally equivalent to the state energy code; and  
 (e) The manufactured home otherwise meets all other requirements for a designated manufactured home as defined in RCW 35.63.180.

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

~~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.~~

## Economic Development Goals, Policies and Strategies

### Downtown

**Goal 1. Improve and revitalize the City's downtown and its historic character.**

Policy 1. Prepare and adopt a revitalization plan for downtown.

Policy 2. Attract more people to downtown for shopping, recreation and community activities.

Policy 3. Encourage downtown property and business owners in partnership with the City to revitalize the downtown.

**Key economic development issues (Visioning meeting, and CWPP)**

- Downtown revitalization
- Industrial growth along I-82

### Commercial and Industrial

**Goal 12. Promote commercial and industrial development that creates jobs and 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.~~

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

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.

### Infrastructure

**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.~~

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

Policy 7. ~~When feasible, Encourage the infill of existing commercial centers and strips areas before creating/developing new neighborhoods and community commercial centers.~~ **Goal 3. Promote renovation of existing commercial and industrial areas to enhance their appearance and function.**

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

## Parks and Open Space

### Park and Recreation, and Open Space 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 including indoor and outdoor activities for all age groups.

Policy 3. Develop a system of bike, pedestrian and equestrian trails and paths that interconnect local and regional destinations.

Policy. Ensure that recreational facilities are ADA accessible as required by law.

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

Policy. Consider developing a sports complex to serve the community.

**Goal 2. Promote recreational opportunities along the Yakima River.**

Policy 1. Enhance public access opportunities and water-enjoyment activities along the Yakima River shoreline.

### Open Space Goals and Policies

~~Goal 13. Provide for the preservation of open space and encourage aesthetic development and preservation of natural areas that are unique to Benton City's, historical resources, open space, and structural facilities.~~

Policy 1. ~~Protect and~~ Enhance the natural environmental and aesthetic qualities of the city.

#### Key parks and recreation issues (Visioning meeting, and CWPP)

- Promote outdoor activities
- Maintain bike and equestrian trails
- Enhance river accesses, parks
- Improve water activities
- Create a sports complex
- Offer activities and enjoyments for residents of all age groups

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

## Environmental Goals, Policies and Strategies

**Goal 1. Preserve the unique natural environment of critical areas and shoreline when possible.**

### Key issues to address (RCW and CWPP)

- Critical areas
- Shoreline
- SEPA compliance

~~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 the~~ critical areas ordinance, ~~a shoreline management ordinance~~ Shoreline master Program, and the state environmental policy act (SEPA) and other ordinances as needed to protect the unique natural environment.

Policy. — Consider the goals and policies of the Shoreline Master Program are part of this Comprehensive plan.

Policy. Support the no net loss of ecological functions of the shoreline and require restoration and mitigation according to the Shoreline Master Program.

**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 ~~of developments to wetlands, according to the State Environmental Policy Act (SEPA), critical areas and shoreline regulations.~~

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.~~

Formatted: Footer, Indent: Left: 0.2", Hanging: 0.7"

Formatted: Footer

Formatted: Footer

**Essential Public Facilities**

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

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

Policy. Coordinate with the County and the Regional Transportation Planning Organization

in planning regional transportation facilities and infrastructure improvements to serve essential public facilities including Port District facilities and properties, (CWPP)

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.

## Capital Facilities

### Community Facilities

#### 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 capital facilities proposed are consistent with the land use and other elements in the comprehensive plan are fiscally achievable.~~**

~~Policy. Provide capital facilities based on the future needs of projected population within the urban growth area as indicated in the land use plan.~~

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

~~Policy. Prioritize capital facility needs consistent with the overall planning goals.~~

~~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~~

~~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.

~~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~~

#### Key issues to address (RCW and CWPP)

- Water
- Sewer
- Transportation
- Wellhead (not mandatory under GMA)
- Community services and Schools (not mandatory under GMA)
- Essential Public facilities

**Comment [04]:** Suggest combining Community Facilities, Public Facilities and Transportation all under Capital Facilities

~~capital improvements.~~

### Community Facilities

**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 and agencies for the provision of space and services.

### School Goals and Policies

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

- Policy 1. Work with Kiona-Benton School District to 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 offer shared use of provide adequate opportunities for community utilization of the school facilities for the community as appropriate.**

- Policy 1. Maintain an 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.

### Public Facilities

#### Water and Sewer Goals and Policies

**Goal. Ensure that capital facilities provided are consistent with the countywide projected growth, land use and financing.**

- ~~Policy. Ensure that water, sewer and transportation system plans identify future needs based on projected population for the City.~~
- ~~Policy. Provide adequate services to maintain concurrency as developments occur.~~
- ~~Policy. Prioritize capital facilities needs consistent with the future planning goals for areas that are identified for future development.~~

**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.~~

### **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.~~

### **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 p~~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 these 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.

7/20/2016

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.

## Transportation Goals and Policies

**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 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 circulation system.~~

Policy 1. ~~Provide~~ Maintain appropriate standards and levels of service 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 such as rail, pedestrian and bike systems with the roadway system when feasible, 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.~~

~~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.~~

**Comment [o5]:** This should be an action, not a policy?

**Comment [o6]:** Ask the City. This could be an action, instead of a policy

**Formatted:** Indent: Left: 0.3", Hanging: 0.7"

Policy 13. Provide appropriate traffic control measures. ~~Policy 14. Provide and 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 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 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 pedestrian and 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.

Comment [o7]: Ask the City

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**~~

Formatted: Indent: Left: 0.3", Hanging: 0.7"

~~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~~

Formatted: Indent: Left: 0.3", Hanging: 0.7"

~~Strategy 2. Balancing land use decisions with the city's financial capability to provide transportation facilities and services.~~

~~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 RTPD, and other affected groups and agencies to establish an integrated planning effort that ensures consistency and compatibility between transportation plans and objectives. Support the Benton Countywide Planning policies for transportation.~~

~~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.~~

7/20/2016

Policy 3. Coordinate with Benton County, WSDOT, the RTPPO, and other ~~affected~~ 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:~~

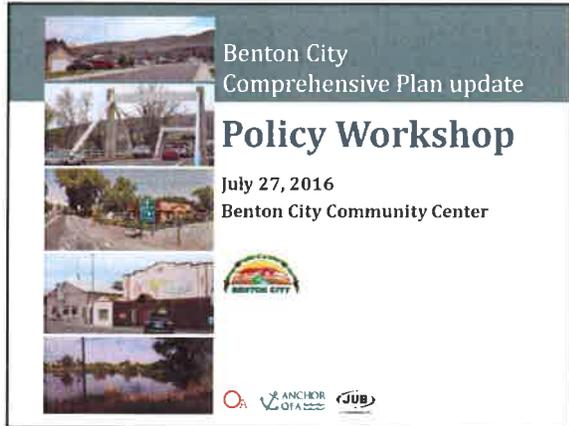
- ~~• Safety and capacity improvements based on any projected deficiencies.~~
- ~~• Costs of improvements needed to mitigate increased traffic reflected in the annual capital improvement plan update.~~
- ~~• Fair share costs determined from the capacity improvement cost and the 20-year increase in traffic. (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 all income and age groups, and all special need people between Benton City and the Tri-Cities.~~

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

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



Benton City  
Comprehensive Plan update

## Policy Workshop

July 27, 2016  
Benton City Community Center






---

---

---

---

---

---

---

---

## AGENDA AND PURPOSE

- Project overview
- Summary of the visioning workshop
- Goals and policy discussion




---

---

---

---

---

---

---

---

## WHAT IS A COMPREHENSIVE PLAN?



- A plan guiding long term decisions for the City
- Reflects your vision, where you want to go
- Goals and policy framework
- Basis of your decisions on land use, housing, economic development, transportation, capital facilities, environment
- Update due on June 2017

---

---

---

---

---

---

---

---

## PUBLIC PARTICIPATION

- **Based on the adopted Public Participation Plan**
- **Multiple ways to reach out:**
  - Website posting
  - Direct mailer to interest groups
  - Utility bill mailer
  - Workshops
  - Meetings
  - Contact staff, Planning Commission, Consultant

---

---

---

---

---

---

---

---

## VISION: WHAT WE HEARD

- Benton City is:**
- A place to raise family that provides **quality of life** for its the citizens including single individuals and aging population
  - Reflects **positive image** of the entire town
  - Hallmark of unique components such as **rural and small town character, relaxed pace, lively historic downtown, public access to the river**
  - A safe place with **Jobs, housing and recreation** opportunities for its citizens
  - A town that **grows/expands** with appropriate densities and at the right locations so that its population can support **local business**

---

---

---

---

---

---

---

---

## VISION: WHAT WE HEARD

- Detailed objectives:**
- **Downtown** – create a true third place, more attractive, revitalize, local events, inspire property owners
  - **Recreational opportunities** – for all age groups, outdoor activities, bike and equestrian trails, river access, sports complex
  - **Industrial land** – mostly near I-82 interchange
  - **Safety** – safe environment for residents, implement CPTED (Crime Prevention through Environmental Design) principles, lighting, visibility, location etc.
  - **Housing** – for all income groups, services for aging population
  - **UGA Boundary** – expand appropriately to protect what is special for the City, maintain density within the City limits, review School district's plan

---

---

---

---

---

---

---

---

### KEY POLICY AREAS

- Land Use
- Housing
- Economic Development
- Parks and Open Space
- Transportation
- Capital Facilities
- Utilities
- Environment



---

---

---

---

---

---

---

---

### KEY FACTS

- Current OFM population is 3,325
- City grows in 2040 to accommodate 5,812 residents
- Total UGA area (approved and proposed) is approximately 2.5 square miles
- Median household income (2013) is \$47,008
- Median home price is approximately \$107,878

---

---

---

---

---

---

---

---

### DOCUMENT OBJECTIVES

- Simplicity
- Reflective of your vision
- Complies with GMA

---

---

---

---

---

---

---

---

## LAND USE



- Residential - maintain different densities
  - Mixed use?
- Commercial
- Industrial
- Agricultural Suburban
- Public Land
- Area with development potential:
  - Kiona Interchange
  - Port of Benton
  - North SR 225 and vicinity

---

---

---

---

---

---

---

---

## HOUSING



- Different housing types
- Housing for all income group and aging population
- Compatibility - appropriate densities to concentrate in certain areas
- Higher density near commercial centers, transit

---

---

---

---

---

---

---

---

## ECONOMIC DEVELOPMENT



- Revitalize downtown
- Economic diversity
- Provide safety
- Jobs
- Infrastructure
- Incentives for local businesses

---

---

---

---

---

---

---

---

## PARKS AND RECREATION



- Access to the river
- Outdoor activities
- Trails
- Sports complex
- Recreation for all residents and all age groups

---

---

---

---

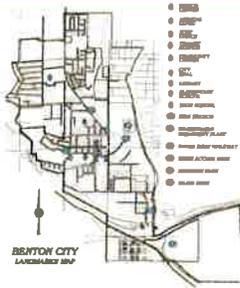
---

---

---

---

## CAPITAL FACILITIES/ UTILITIES



- Water system plan
- Sewer system plan
- Storm water plan
- Irrigation
- Wellhead
- Community facilities
  - Schools
  - Municipal services/buildings

---

---

---

---

---

---

---

---

## TRANSPORTATION



- Multi-modal - auto, bike, pedestrian and equestrian
- Connectivity
- Safety
- Levels of Services
- Coordination with other agencies

---

---

---

---

---

---

---

---

**NEXT STEPS**

- **Update goals and policies**
- **Development of plan elements**
- **Next workshop on land use map - September 28<sup>th</sup> or October 26<sup>th</sup>**

---

---

---

---

---

---

---





## BENTON-FRANKLIN COUNCIL OF GOVERNMENTS

1622 Terminal Dr. • Richland, WA 99352  
<http://bfcog.us>

Ph: (509)943-9185  
Fax: (509)943-6756

### Agenda #5D

June 29, 2016

To: Tri-MATS Committees

From: Tanna Dole, Transportation Programs Manager

Re: Columbia River Crossing Study/Tri-Cities

#### **BACKGROUND**

The Columbia River Crossing Study for the Tri-Cities was initiated in May of 2010 due to numerous discussions and previous work accomplished in the Tri-Cities area, focusing on congestion at the Pioneer Memorial ("Blue") Bridge. The Benton-Franklin Council of Governments (BFCG) initiated the study and partnered with the Cities of Pasco, Kennewick, and Richland, along with Benton and Franklin Counties and the Ports of Benton, Pasco, Kennewick and Walla Walla.

Consultants were directed to consider an additional Columbia River crossing from a regional perspective and lead to a review of alternatives. The resulting documentation could then carry the selected alternatives forward into the environmental and design processes, if the BFCG Board so chooses.

#### **DISCUSSION**

At this time, BFCG staff would like to open discussion, regarding the 2011 Columbia River Crossing Analysis/Tri-Cities (CRCS/TC), with an evaluation of local member agency's interest in taking the next steps. Five years have passed since CRCS/TC was initiated and forecasts for our region indicate our metropolitan area is likely to reach a population of 400,000 in our twenty-year planning horizon. Planning efforts for a crossing of such magnitude require a lengthy period of time and are very costly – BFCG staff feel this is an appropriate time to consider the outcomes of prior effort and determine the level of local interest in moving the CRCS/TC study forward.

Additionally, recent studies in our area (Pasco/I-182 Feasibility Study, Red Mountain, FHWA Interchange Justification Report) have received comments from FHWA and other study participants. Comments focus on whether adequate consideration has been given to potential future bridge locations. Effectively, these questions have put these two efforts in delay, while prompting an FHWA request to engage local agencies on CRCS/TC discussion.

BFCG staff have met with WSDOT contacts, and discussed desired timing of any potential request for study funding, recognizing the expense to be significant and beyond the ability of local agencies. WSDOT contacts indicate the most likely source of funding for this type of study would be Legislative (state) earmark, and the 2017 legislative session would be the appropriate time to make such a request.

*With the above information, BFCG staff urges discussion at TAC, PAC, and Board levels in addition to the respective local jurisdiction levels. We anticipate further discussion on the topic in September and are hopeful BFCG Board can come to a consensus in the Sept-Oct timeframe.*

---

BFCG hereby gives public notice that it is the agency policy to assure full compliance with Title VI of the 1964 Civil Rights Act, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities.

**ADDITIONAL INFORMATION FOR THE 2011 CRCS/TC Study**

The CRCS/TC study was intended to provide foundational material for the NEPA process. A preliminary statement of Purpose & Need was drafted to guide the Steering Committee and was expected to need further refinement during future reviews and definitions during the NEPA process.

The study began with ten (10) alternative routes. After the first screening, four (4) alternative routes remained and the second screening narrowed the alternatives to three (3).

- Alternative 1 – A new span located just north of the Hanford 300 Area and connects to Columbia River Road and W Sagemoor Road on the east (North Richland alternative.)
- Alternative 6 – A new span from Edison Street in Kennewick to Road 68 in Pasco.
- Alternative 7 – An additional bridge parallel and next to the existing US 395 “Blue Bridge”.

The study was approved by the BFCG Board on February 25, 2011. Access the study using the link below.

<http://bfcog.us/wp-content/uploads/2015/04/CRCSTC-Final-Report-Part-I-20110302.pdf>

Other related documents: <http://bfcog.us/transportation/documents/other-documents/>