

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



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

PLANNING COMMISSION MEETING

Wednesday, January 25, 2017

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 OCTOBER 26, 2016
5. 2017-COMPREHENSIVE PLAN PERIODIC UPDATE – *Oneza & Associates*
 - A. *Goals and policies draft.*
 - B. *Draft outline of the Comp Plan*
 - C. *Land capacity summary.*
 - D. *Vacant lands map.*
6. GENERAL COMMISSION COMMENTS
7. ADJOURNMENT



**City of Benton City
Planning Commission Board Meeting Minutes
October 26th, 2016**

CALL TO ORDER (00:02:38*Audio recording begins) Commission Chair Allen called the October 26th, 2016 Planning Commission Board Meeting at the Benton City Community Center to order at 6:00 p.m.

ROLL CALL (00:03:03*)

Commissioners Present:

Commission Chair Don Allen
Commissioner Gary Robins
Commissioner Jeanne Wallace
Commissioner Michelle McLeod
Commissioner Steve Zetz

City Professionals Present:

Stephanie Haug, Clerk of Board

Other Professionals Present:

Randy Rutledge, Consultant, Benton City E.D.C.

PLEDGE OF ALLEGIANCE TO THE FLAG/U.S. – Commission Chair Allen lead the Board and audience in the Pledge of Allegiance (00:03:17*)

APPROVAL OF MINUTES FOR SEPTEMBER 28TH, 2016 PLANNING COMMISSION BOARD MEETING (00:03:50*)

Commissioner McLeod: I move that we go ahead and approve the Minutes.

Commissioner Robins: I second.

MOTION #1 - Commissioner M. McLeod moved and Commissioner G. Robins seconded to approve the Minutes of the September 28th, 2016 Planning Commission Board Meeting as amended.

VOICE VOTE #1 – C. M. McLeod, C. J. Wallace, C. D. Allen, C. S. Zetz, C. G. Robins
ALL YEAS. Motion carried.

CONDITIONAL USE PERMIT – TBD JACOBS ROAD (00:04:13*)

A. Staff Report Commission Chair Allen – Review of details of application

B. Public Hearing (00:05:39*)

Commission Chair Allen: You want to have that Pubic Hearing Meeting for this? You want to start with that? Anybody like to speak on behalf of this (inaudible) we're doing right now on Jacobs Road? Is there somebody herel want to have a Public Hearing, it's open. Anybody have anything to say?

<<< Public Hearing begins at 6:03 p.m. >>>

Jarrod Franson, Operations Manager, Sun Pacific Energy: We're the company that's going to be developing property for that use. Questions? Kind of want to elaborate what the plan is? I guess I can back it up with a little history, if you want that. We're a locally owned gas station company, so Sun Pacific Energy was originally Tri-City Oil, which started in 1956 in Kennewick, which was originally Desert Oil, which started in 1919 in Yakima. So it's owned by the Eerkes family and we really got started in the convenience store side of things and fast food franchising in early 80's, kind of when 7-11s became popular. Many of you from this area are probably familiar with the Sun Marts, so we started the Sun Mart product, starting building sites throughout the Tri-Cities, we had forty sites, three years ago and then we decided to kind of rethink our game plan as to what we were originally doing as a company, so we got rid of those assets, the retail side of it, got rid of it and sold the Sun Marts to Circle K, and then, since then, we've kind of regrouped, we decided we're going to have a kind of new philosophy in our retail side of things so we're building large, freeway locations with fast food or you know, some type of convenience for the traveler but more for destination area and so we saw this piece as a perfect opportunity for us to pick up a large parcel that we could subdivide and do a car wash, on this particular site would be a Subway, and then a convenience store with gas, fuel, diesel. Not really catering to the big semi-truck but more for the passenger cars and then with the back part of the property, which would be our

Phase 2, we hope to do some type of a Red Mountain kind of meeting place, whether that be for a meeting like this or for wineries to use, we're really trying to get some feedback from Red Mountain as to what they need to cater to visitors that are coming to the area to see Red Mountain, so our hope is to build some type of Red Mountain Center there and then kind of either, attached to it or a little suburb of that, maybe some type of hotel. We're working with a few different franchisees which are interested, Red Lion and the Hamptons, but we feel like it might need to be a little more family owned type, boutique-y type hotel, you know, we've, nothing real big but just really caters to what, you know, what the traveler's going to need in this area (inaudible). So with that said, do you have any questions or ...?

Commissioner McLeod: I have questions; it sounds great and everything, do you plan on hiring local people or bringing in your own?

Mr. Franson: Yes, we've found in the past with our convenience stores, we found that in the markets like Connell and Ritzville and those types of areas, that we like to be heavily involved in the community and hiring local people and be fully involved.

Commissioner McLeod: Good, we're hoping for as many jobs as possible. Thank you.

Mr. Franson: Yeah, and I think with the addition of the hotel, that's going to bring a lot more than the just the fast food and convenience store.

Commission Chair Allen: Were you planning on this being a 24-hour?

Mr. Franson: Yes. It's going to be a project. The anticipation of the budget for Phase 1, just the building, not including the dirt, will be about three million, roughly, so....and it'll do (inaudible) speculation, we anticipate it doing \$300,000-\$400,000 in gasoline and \$150,000-\$200,000 retail sales per month. It should do well in that location.

Commission Chair Allen: I noticed that you can get in to this property that you have it coming in from Weber Road, you have an entrance coming in from Weber; you also have it from the side street which is Jacobs, that also an opening there for it to come in, so you actually have two entrances to get in and out but not catering to the trucks because there really isn't enough room in there, is there?

Mr. Franson: No, there's really not, but we'll have diesel and so, you know, there's a lot of passenger cars and bigger Chevy trucks and Dodge trucks that are all diesel.

Commission Chair Allen: Did I hear you say that you're thinking of maybe a Subway type shop there?

Mr. Franson: We've actually already submitted for a Subway. Our goal, if my year of building goes as planned, which it never does, but if it does, I would think we could maybe break ground by this time next year, maybe even sooner. I like to be optimistic, but...yes, that's our game plan right now. We're building a site, as we speak, and you can kind of watch it grow in Burbank, its right there with the new roundabout with the Port of Walla Walla altogether, so we're building that, it's kind of a similar design. I think all of our units are a little different, but based on the area but that's coming up, I anticipate that being about a \$2.3 million unit without the (inaudible) there so, it's going to be about the same ballpark and as soon as that one gets done, as soon as we're comfortable with that, we're going to start planning the actual bids and everything on this one.

Commissioner Robins: Where would your hotel be going?

Mr. Franson: In the back, towards the east.

Commissioner McLeod: Do you have any pictures of this plan or any scales or anything that we could see?

Mr. Franson: Yes, I'm kicking myself because I had a full plan of my Burbank that I had to take to the Port of Walla Walla Health Department tomorrow and I forgot to (inaudible) but I have my computer, I could show you a picture real quick, or a rendering, if you want?

Commissioner Robins: If it's any help, I paved around his property yesterday, or the company did, it's a nice deal, I mean it's, that would be a nice store.

Mr. Franson: We don't skimp any corners; sometimes I'd like to, really, we usually do first class facilities.

Ms. Haug: Can you email whatever you're about to show to me, so I can have it for the records?

Commission Chair Allen: The parcel he is referring to, is it the one behind here, in red?

Ms. Haug: There are three parcels there.

Commission Chair Allen: In this plan he has right here?

Ms. Haug: That's one parcel and that's not the entirety of...

Commission Chair Allen: You talking about Tract 3?

Commissioner McLeod: Are you covering your pumps? Are they going to be tall, the roofs over the pumps, you know, that you go under?

Mr. Franson: The average height on the canopies are like fourteen feet; that's kind of average

Commissioner McLeod: That's tall enough for a bus to pull under.

Mr. Franson: (Rendering) So this is kind of what the outside would look like. This is not a great picture, but something like that. That's a solid brick unit and so the Subway's isn't attached here but it's separate.

Commissioner McLeod: That's lovely. That will be very nice.

Commission Chair Allen: This is what you're talking about? This is what you've got here? And this is...?

Mr. Franson: This is actually, there's an urban park up here.

Commission Chair Allen: Okay, that's what we're not seeing.

Commissioner Wallace: I have a question here; if it was this whole section (inaudible)?

Mr. Franson: It is. But this drawing that you see right here? (Inaudible) Yes, that's what it is. This is Phase 1, it's really (inaudible).

Commissioner Robins: I like that the hooking in on the backside to that little stub road around there; that's a bonus, actually, for firefighting and anything else that goes in and out of there.

Commission Chair Allen: Now, you've been down to this to where this is at?

Mr. Franson: Oh yeah, I've walked all around it.

Commission Chair Allen: The fence that's around it at this time, is that include this whole section or is that just where this is going to be? The fencing that you have up around the property, do you remember that?

Ms. Haug: That goes around the entire, the whole flat area, that's the entire piece and this is just a section of that.

Mr. Franson: Yes, correct. That section that's up higher, that's where the easement started, isn't it? Do you know? For the railroad?

Ms. Haug: For the railroad? Yes. That's the back side of it.

Mr. Franson: So that easement piece, we're debating on what we're going to do, but, because we can't, we can, like, make it parking or we can put things on it, but we can't put structures on it, so, I think what, depending on what we do for the wine center, we've talked about doing like rows of each varietal that's at Red Mountain, I mean, we've been working with the guys on the different things, so...

Commission Chair Allen: Why I'm asking, is because you're telling me you got a neighbor there, does that also include this piece that's behind that you plan to develop? Does that include it? That's separate?

Mr. Franson: Yes. No, that's separate. The way it works, the way it's set up is two, excuse me, two acres are on easement and the other four are buildable.

Mr. Haug: The flat area that's over there is roughly four acres so this'll be one acre of that four acre section.

Mr. Franson: Correct, and then that other section's on two acres, it's all easement to the railroad.

Commissioner Zetz: Stephanie, we're here tonight just to hear the Conditional Use Permit portion of it, at the time of application pending that Conditional Use Permit, they'll apply for Building Permits, SEPA, and then design at that point, so we're just here answer the Conditional Use Permit?

Ms. Haug: Correct.

Commissioner Wallace: I also had a question about that because in the Planning Commission's review criteria, it is asking us to provide a written Finding of Fact; I was hoping we weren't supposed to do that tonight, or will that come after? How does that work in conjunction with the approval process?

Commissioner Zetz: Well, if we approve the CFO, sorry...

Ms. Haug: No, go ahead.

Commissioner Zetz: If we approve the Conditional Use Permit tonight, we will state, our record will say why we're approving that Conditional Use Permit; does it meet the intent of the Code? Does it meet the criteria that's established in the Code, and that, then Stephanie will draft up and those will be our findings that we approve at the next meeting?

Ms. Haug: Typically, the Findings of Fact are found in the Minutes from the Planning Commission and then they're drafted by our attorney from those Minutes.

Commission Chair Allen: I'd like to see more with it than we already have. I think it's a good idea. That's why, because we're not having a lot of information here. I'd like to see more put together.

Commissioner Wallace: Yes.

Commissioner McLeod: I agree.

Ms. Haug: So the Findings of Fact that Commissioner Zetz is talking about is simply a record of tonight's meeting as far as the Planning Commission answering the questions that are found on Page 2 of the Staff Report so those are, the Staff Report has an answer to those but if the Planning Commission wishes to elaborate or to change those, then that would be something for them to discuss tonight. There won't be additional information as far as the development itself brought back to the Planning Commission.

Commission Chair Allen: Prior to permitting (inaudible)?

Ms. Haug: Correct.

Commissioner Zetz: I read the packet and the proposed plan, without getting into the details of what it is, but the proposed plan is consistent with the Conditional Use Permit criteria. I couldn't find any reason to deny it, so therefore, when we close the Hearing, we'll...

Commissioner Robins: Yes, no I'm good. I guess one question that would be, do you foresee the street lights at all down at the intersection?

Mr. Franson: Yeah, well at the very bottom. You talking on...?

Commissioner Robins: On Weber and Jacobs?

Mr. Franson: Jacobs? Do I anticipate...? I anticipate one at some time; I don't (inaudible), unless we're asked to do as improvements. We'd be willing to do it. We've done that quite often.

Commissioner Zetz: Normally, if the time of the application, you do the SEPA, you guys will probably have to do a traffic study, too and then the traffic study will determine whether there business is going to impact the intersection below, what level of service is acceptable and if it does, then they have to mitigate it with some sort of traffic control, which could be a signal.

Mr. Franson: Yes, and we'd probably add, from the corner of, we'll probably do all the improvements, sidewalk on our side along the road.

Commissioner Zetz: Did we get any other written comment?

Ms. Haug: We did not.

Mr. Franson: I'm not sure, are there street lights now?

Commissioner Robins: No, just signs.

Commissioner McLeod: No, it's very dark.

Mr. Franson: So, yes, we would be willing to come up with those.

Commissioner Wallace: I've a question regarding the utilities out there, specifically with sewer and water availability and if it's adequate to provide development that you seek out there.

Mr. Franson: I believe it is, I don't know, I haven't seen anything that says it isn't.

Commissioner Robins: There is supposed to be.

Ms. Haug: It is. In 2008, the City extended water and sewer to, actually, just beyond that, just beyond Field Road so there's water and sewer to that.

Commissioner Wallace: Yeah, I thought there was an issue, though, during flood stage and stuff, whether that would function appropriately, the sewer system?

Ms. Haug: In the next year, the City's constructing its force main that will make that null and void issue.

Commissioner Wallace: Okay, but right now, that is not in place?

Ms. Haug: Correct.

Commissioner Wallace: Were you aware of that?

Mr. Franson: I was not. I was told that it would be adequate.

Commissioner Robins: They've got a year.

Ms. Haug: Its capacity, capacity is not an issue, it's if there's flooding for an extended period of time, then the City has to shut the sewer off at this, the way the sewer is now, has to shut the sewer off to prevent the flood waters from entering the sewer system. But the force main's scheduled to be constructed in the spring of next year.

Commissioner Wallace: Okay, so there's a budget and plan in place for the City to do that?

Commission Chair Allen: Stephanie, do you, off hand, just off of maybe what you might remember as what, how large is the sewer and water going over there, over that side?

Ms. Haug: The size of the pipe? Don't know off the top of my head, but I know that, at the last council meeting, Alan had done the calculations for sewer capacity and he included a hotel, because that would create the most use and it didn't reach, if I recall, twenty-five percent of what...

Commissioner Robins: I think it's a least a foot if not eighteen inches (inaudible). It's a foot diameter, if not eighteen inches. It's a least a foot, I know, I mean I know it's at least a foot.

Commission Chair Allen: Anybody else have anything they'd like to have questions with, I'm sorry, I didn't get your name?

Mr. Franson: Jerry.

Commission Chair Allen: With Jerry? Does anybody else have anything?

Commissioner Wallace: I just want to mention, because you are planning on building a hotel adjacent to that, I believe to the east? It shows on the map that there is a road, a field road, but there's a natural drainage coming out of that area, that you should be aware of.

Mr. Franson: I'm aware of that.

Commissioner Wallace: Okay, because there's implications for preserving wetlands and things of that nature.

Ms. Haug: So, that's not included in the scope of this application, and also, the developable area of that does not include the wetlands area, of the parcel.

Commissioner Wallace: I realize this one doesn't, but your next, you're hoping to develop a hotel on the next parcel.

Mr. Franson: Yes, we understand we have some things to work around. I appreciate it.

Commissioner Robins: So the landscape park with walkway, meditate and stuff right there (inaudible) smelling asphalt trucks going by.

Commissioner Wallace: I just want a place to tie up my horse and unload my off-road vehicles.

Commission Chair Allen: Okay, if there's no other questions, and I guess there isn't, would you like to make a recommendation for Jerry here, does anybody have any ideas? Want to go along and approve of it or what do you think?

Commissioner Zetz: We need to close the Public Hearing. In order to make the motion, we need to close the Public Hearing.

Commission Chair Allen: Public Hearing is close. I guess I should have remembered that.
(00:25:48*)

<<< Public Hearing ends at 6:23 p.m. >>>

C. Findings of Fact (00:25:52*)

D. Recommendations of Planning Commission (00:25:53*)

Commissioner Zetz: I'll make a motion to approve the Conditional Use Permit as detailed in the packet under Chapter 20.33.030.

Commissioner McLeod: I'll second it.

MOTION #2 – Commissioner S. Zetz moved and Commissioner M. McLeod seconded to approve the Conditional Use Permit for TBD Jacobs Road as per packet under Chapter 20.33.

**VOICE VOTE #2 –C. M. McLeod, C. J. Wallace, C. D. Allen, C. S. Zetz, C. G. Robins
ALL YEAS. Motion carried.**

2017 – COMPREHENSIVE PLAN PERIODIC UPDATE – Oneza & Associates (00:26:16*)

Ms. Oneza: Just a reminder we had our last meeting a few months back. We looked at the Goals and Policies at that meeting. With your packet tonight, we have the revised Goals and Policies; we have comments and we've addressed some of those and there are some comments that are highlighted here as well for discussion, so we would like to go over quickly the Goals and Policies and the Ben is going to run through that. Then after that, you have the map on your package, we'll talk about that as well.

Commissioner McLeod: Can I please ask that you read the comments because they are not legible with blue covering that's on it?

Mr. Floyd: Yes, we can read the comments and I can also increase the size here. So tonight, we just want to review with you the changes that were made, basically, the comments to see if you had any additional comments on them. If you're good with this, these will be the updated Goals and Policies that we'll use for the draft of the Comprehensive Plan. So, we had this comment about discouraging large lots single family development in areas that do not have access to irrigation water and so you said, "Hey, you know, we're necessarily interested in having this policy, we don't think it's really applicable, more topic that might be addressed with irrigation districts," and so the recommendation was to strike that policy, okay? Policy 3, we brought in from another location, it seemed like it was more appropriate here with these, Goal 6 related to land use patterns of balanced development and provide for diverse uses, so we added in this Multi-Family Residential developments next to arterial streets along public transportation routes, around the periphery of commercially designated areas, again, balanced development and also provides for more access for multi-family residences. Locate new high density Residential development so that residents will have access to walking and bicycle trails and public transit, so the comment was, "I-82 could have high density," which of course, we were just talking about, "and may not have these accesses, also consider providing new trails to areas where high density is planned or exists." And then we had a comment on housing diversity and affordability, wanted to note that there should be an opportunity to provide for tiny homes, I know those are becoming more and more popular, and so we didn't make a specific edit on this but we think the way this policy is written, Policy 1, it allows for that, in cluster housing, if you want to see tiny homes specifically called out, we certainly could. We have small lots, single family, zero lot line developments so there's quite a bit of variety there for type of homes that could be located. This policy about existing neighborhoods, you asked us to simplify, Policy 4, so establish separate Residential zoning districts based upon the character of housing types and densities, so it was a little bit of a, I call it like a sausage sentence, so like everybody wants to get their ideas in there so by the time you're done, it's like "uh"; that's a ugly child, but it does say what we want it to and so, anyway, then we revised also Policy 6 under compatibility and again you wanted to keep it in there but you wanted to simplify it so require Residential developments to provide adequate buffering from adjoining agricultural uses. New developments should reduce conflict between the dissimilar uses. Wanted to keep in this policy about providing appropriate zone land to accommodate the City's projected Commercial and Industrial needs. You are not land poor within the City in these areas, in fact you got a lot of capacity, the policy is consistent with that and so we've kept that in there. Same with this next one under infrastructure, prepare a replacement schedule for all utilities recognizing each system's designed life and providing a financing plan for replacement and upgrades and remind me, Stephanie, but I think this happens through your Capital Improvement Plans, through the Water Plan, the Sewer Plan, all of that?

Ms. Haug: Correct.

Mr. Floyd: Okay.

Commissioner Zetz: Before you go into Parks and Open Space, can I go back to the top on Goals; I wasn't here for the last one, I (inaudible), I was wondering, I know, obviously the asking my fellow Planning Commissioners, if it would be appropriate, also, as a goal to establish a Mixed Use Agri-Tourism goal to allow for some sort of mixed use between your Industrial, Commercial and Residential as it relates to Agri-Tourism, so one of the policies could be then therefore, to you know, eventually get to a zoning designation that's Mixed Use like that.

Commissioner McLeod: Maybe we just need to add that.

Commissioner Wallace: I like it.

Commissioner Robins: Agri-Tourism

Commissioner McLeod: I would put a "7" in there, because I agree with that as well.

Mr. Floyd: A "7" under...?

Commissioner Zetz: Well, I don't know if that would be a policy or a goal?

Mr. Floyd: Well, you're talking about a new goal and then maybe a couple of policies to go with it?

Commissioner Zetz: Correct.

Mr. Floyd: Other thoughts on that? Let me just capture the comment, so establish an Agri-Tourism goal related to, to allow for, what were you talking about the different types of uses?

Commissioner Zetz: Agri-Tourism allows for, based on how you structure, a mix of Industrial, Commercial and Residential, so especially with the wine tourism being big and high on the City's goals, you could have a small winery, which is an Industrial Use, a tasting room, which is a Commercial Use, and a couple of condos above that which would be Residential Use, but because it's all tourist-related, it would be an allowed mix without trying to separate those out.

Ms. Oneza: So we could say, Agri-Tourism Mixed Use, something like that.

Mr. Floyd: Yes, Agri-Tourism Mixed Use, basically a new zone and designation, maybe within a designation or as a new zone and designation?

Ms. Oneza: So we could add a policy that addresses the Agri-Tourism.

Commissioner Zetz: I would think that it would be, as opposed to a designation itself, I think it would just be a zone, allowing the developer to show how that would work and conform in the zoning regulation itself. You could establish the criteria.

Ms. Oneza: Okay, so that's a new zoning district.

Mr. Floyd: Would you also, do you have some suggested policies that you want to share, or ideas on, or do you have some language from another jurisdiction that a...?

Commissioner Zetz: I may have grabbed another, I will hand this to you.

Mr. Floyd: Do we want to share this around or...?

Commissioner Robins: I guess the designations would be what I would be more interested in, because you guys went kind of an Industrial, Recreation type of use in Prosser, correct? More towards, actually, the Industrial side than the...

Commissioner Zetz: Prosser's actually an Agri-Tourism, it's both a designation and a zone, however, I don't believe it really works as a designation. The criteria is that you can combine all of these Mixed Uses if you can show how they're all tied together for the benefit of the tourism, so rather than defining and limiting them, so it does give some flexibility, but it also establishes caps so

you can't build a hundred thousand square foot factory and then put a fifty square foot tasting room and say it's a Mixed Use, so there are caps for everything.

Mr. Floyd: So we could propose a goal, we can take this language and put a goal related together related to that as well as a new policy for your consideration and have that ready for next meeting and that may be something we can just send that to Stephanie, have it discussed as a follow up, make any edits and then get that back to us if we don't have a meeting, if we want to keep that moving before our next meeting.

Commissioner Zetz: I don't want to bog anything down.

Mr. Floyd: This is not bogging anything down, that is the purpose of having these discussions is to get these ideas out there and talk about them and see if we're comfortable with them.

Commissioner Zetz: But I definitely don't think it should be a designation.

Mr. Floyd: Right, so I'll just say a new type of zoning to, I'll add to it but not designation. So, just based upon the head nodding and you know, the thumbs up, and stuff (inaudible). So we almost forgive him for missing the last meeting, but not quite, right? He needs to work on that. Environmental goals, policies and strategies, you wanted us to keep the Critical Areas Policies, so protect wildlife habitats, acquire and protect significant wildlife areas, and also cross walk with the Shoreline Master Program, so we have done some of that and these are the edits that we propose, use the Critical Areas Ordinance, the Shoreline Master Program and the State Environmental Policy Act to protect the natural environment.

Commissioner McLeod: With the sidewalks, does that follow-through through town because we were thinking about O.I.E. that goes rural and have sidewalks up to the store or even eventually to the development at the farthest end of town, so would that cover that or would that be in a different section?

Mr. Floyd: That would be in a different section. This is more just talking about making sure that there's a linkage, so I use the word "crosswalk" but it's more of like, just a connection, verbally, between Critical Areas protections and the Shoreline Master Program or policies that are related to that, so we looked at the Shoreline Master Program and added in just a little bit of text clarification here based on that, so the sidewalks and all that comes in under Transportation section. Since we're at the Goals and Policies level, strategies, we may not necessarily, you know, determine like what areas get sidewalks or what don't but we can revisit that if we want to spend a little more time on that. So, we had some additional comments here, this is Essential Public Facilities, Jeanne, you mentioned that regional process needs to be specified or referenced to codes or regulations, and did you want to talk about this, Oneza?

Ms. Oneza: Yes, so we when have the content of the Comprehensive Plan, it will be required to address Essential Public Facilities process in that content, so that's one of the GMA requirements as well, so what you're asking for, it will be included.

Mr. Floyd: It'll be in a more detailed section of the Plan. And then you had a question about community survey and what was the status of that and we took that out because we didn't conduct the survey for this process.

Ms. Oneza: It wasn't part of the scope, either. It just came from old Comp Plan text.

Commissioner Zetz: Question about Capital Facilities Planning? Is the Capital Facilities Plan in its entirety in the Comp Plan or is it just referenced in the Comp Plan?

Mr. Floyd: So we'll have Capital Facilities identified but then also referenced so like the Sewer Plan, the Water Plan, they're all adopted, incorporated by reference but then as they get updated, there's more detail in them but we'll still have the Capital Facilities element in the Plan.

Commissioner Zetz: Right, but you won't be specifically referencing the steps and other things like that?

Mr. Floyd: We won't duplicate those in here. We'll include them by reference.

Commissioner Zetz: Okay, that's good. I've seen some jurisdictions have their actual CFP in the Comprehensive Plan, so every time they cross something off their list or complete a project, their Comp Plan is out-of-date rather than just generally referencing it.

Mr. Floyd: What I like to do is to identify what the priorities are and here's generally the time frame but subject to change and if you want to see the latest Capital Facilities Plan, go talk to Stephanie, or Public Works or... There are also comments about the Domestic Water Supply, now that it gets provided so we've made some updates based upon these comments, so ensure that new Residential, Commercial or Industrial development provides adequate provision for water supply consistent with the City's Comprehensive Plan and Municipal and Fire District Standards, and require the developers cover any increase cost of new developments for the provision of sewer interceptors and increase of treatment capacity. Any comments on those edits? Does it look good? So this is redundant. So ensure, I would take out Provision 4, so ensure that new Residential, Commercial and Industrial provides adequate water consistent with, it's a little cleaner sentence. You good with that?

* **Council Consensus** * So I'm going to change this "of" to a "for". Jeanne, you also had another comment about the Wellhead Protection Plan?

Commissioner Wallace: Yes it did.

Mr. Floyd: So the goal does not specify application to existing private wells. It also omits Benton and Kiona Irrigation Systems as resources, sources recharge, so I guess we wanted to talk with you a little bit more about what you think we ought to have included in here so the Wellhead Protection Plan is for the City wells, that's what it covers, so the City is a water purveyor; it has wells that it uses to supply and then it looks at, like if you, the wells and I used to know exactly where all the wells are but they're up on a hill, right? So, around a well, there are certain potential contaminants that could make it into the ground water and the drinking supply, so the City, when they update their Wellhead Protection Plan, they look at all of those risks, they do an contaminants inventory, and then if there's an irrigation supply, if there's gas station or something that might have a potential hazardous material that could get into the ground, then they'll identify what those are, they'll describe what would happen in case of a spill and they'll notify people about this is a water supply protection area. All of that gets described in the Wellhead Protection Plan, so with that as background, I just want to make sure that I understand so all of these risks areas you've identified get addressed in the Wellhead Protection Plan.

Commissioner Wallace: First of all, thank you for your clarification, that this is only applicable to City wells; it is not intended to protect ground water for wells (inaudible).

Mr. Floyd: It is intended to protect ground water that could impact the City's well but it's not like the City regulates every potential risk throughout the entire city, they really just look at their wellhead protection area and this mentions that there is a '96 plan, but Stephanie, there's got to be a newer version.

Ms. Haug: I know there hasn't been one in ten years but I don't know if there's one newer than '96.

Mr. Floyd: Okay, so can I just put a note here that we'll just verify the date of the latest Wellhead Protection Plan?

Ms. Haug: Yes.

Commissioner McLeod: There should be one, because we went out and looked at all the wells when I was on the Council. I was a little ways behind them but we looked at the people all the way around them and any kind of risk that might affect the water, all the wells.

Commissioner Wallace: Yes, and one of the concerns I had regarding the outdate of this program is that we've had quite a bit of development around these wellheads that could potentially impact those sources of water and yet, we have a twenty-year old plan.

Commissioner McLeod: Well, it was a year or less than two years ago that all the Council went out with the Mayor, when Lloyd was in charge and we looked at that.

Commissioner Wallace: I recall that, but I'm speaking to the text that the Wellhead Protection Plan going forward is dated '96, which is twenty years old and that is what I was trying to capture, to make sure that we revisit that. Not that I expected that to be incorporated into this Plan.

Mr. Floyd: Right and it's a good point. Another thing to note is that it can be a twenty-year plan and have been reviewed by the engineers and they said that's still the analysis is still good, but there are things that you have to do on a more frequent basis, like you have update your contaminants inventory every couple years and the City may have that, may have that information on record, and that's fine. That's probably really a separate issue from the Comp Plan but we should make sure that we're referencing the latest document and looking at that information, then we'll review the Goals and Policies and see whether we would make any additional suggestions, if that's okay? Prevent contamination of ground water from failing septic systems by continuing to require that all occupied buildings be connected to sewer system when feasible. We added that language in there. It would be quite a bit of effort I think to try and find out if there were failing septic systems and try and force people, usually when there's failing septic systems, that's when people come and ask to connect to City sewer service so it's handled that way. Transportation Goals and Policies, which also include sidewalks. So, talked about including potential equestrian trails, equestrian is highlighted in there. Trailer Park and Ride, and we added Equestrian down under Policy 7. Oneza, were there anything else that we wanted to say related to this comments?

Ms. Oneza: About Policy 7 or in general?

Mr. Floyd: Just in general, about the equestrian trails and the Park and Ride.

Ms. Oneza: Yes, I had a question on one of the later policies...

Mr. Floyd: Policy 4, we're going to...

Ms. Oneza: So my question to the Planning Commission is do you want to add equestrian in all the areas or do you want to specify certain areas for equestrian? That was one of the questions that we had.

Commissioner Wallace: Could you repeat or rephrase that question?

Ms. Oneza: So the question was, when we're talking about the equestrian and bike trails, do we want to have pedestrian opportunities everywhere in conjunction with bike trails, or, equestrian, yes?

Commissioner Wallace: I do not think that's necessary to co-locate the equestrian with all the other trails, that's...

Ms. Oneza: Okay, that's what wanted to get the clarification from you.

Mr. Floyd: We also had establish appropriate truck routes to serve existing and future Commercial/Industrial areas for the orderly and efficient movement of freight and goods, so that is more of like an action statement than policy, so would we want to make this more, establish orderly, establish means for orderly and efficient movement of freight and goods, maybe make that a little more general?

Commissioner Zetz: When you specify truck routes, it's not like you said, policy.

Mr. Floyd: Do we want to then, also adjust Policy 3, so connect all transportation modes when feasible? The equestrian in there...

Commissioner Wallace: I think that you're allowing flexibility when you're saying when feasible.

Mr. Floyd: Yes, okay, so it's good as is (inaudible)?

Commissioner Wallace: I think so.

Commissioner McLeod: I think so, too, because, you know, there are people that do want, as a bypass road and it might not be feasible. When need an out, as far as that goes.

Mr. Floyd: Well, how's the rail system doing in town? Is there any rail?

Commissioner McLeod: It was removed.

Mr. Floyd: I know, so do we want to take that out? Do we want it to say connect or provide for?

Commissioner Robins: Well you do have the rail on the other side of the, you know, which is still part of, I guess it isn't part of Benton City, though, is it?

Ms. Haug: No, it's in City limits.

Commissioner Robins: So I think you kind of almost have to leave rail there, I think.

Commissioner Zetz: Here we're just establishing policies which allow for future, there's nothing that says that a light rail suddenly won't be (inaudible) here or... * **Council Consensus** * From Yakima to Kennewick!

Mr. Floyd: Okay, with a beautiful drive along the Yakima River. Okay, we also added equestrian in Goal 3; and Jeanne, did you still have a comment about Policy 3, about obtaining right-of-way?

Commissioner Wallace: No.

Mr. Floyd: And then here, we also include pedestrian and bicycle friendly streets and sidewalks for Residential and Single and Multi-Family; Single Family, Single and Multi-Family Residential, and we already talked about the equestrian, so here's a Policy 1 to talk to you about, include stand-alone pedestrian and bicycle projects in the Six Year Transportation Improvement Plan, do you typically do that?

Ms. Haug: We have in the past.

Mr. Floyd: Okay, so you probably want to leave that in there? Do you want to put as appropriate or when appropriate or something like that, or just leave it as is?

Ms. Haug: Yes, I mean, if we have a project that we included, so I guess, as appropriate (inaudible).

Mr. Floyd: Okay.

Commissioner Zetz: How many pedestrian projects are they, or is there grant funding out there that, for pedestrian projects specifically?

Ms. Haug: Through T.I.B.

Mr. Floyd: Okay, originally we talked about deleting these, but then discussed that actually they're a little bit different from the Critical Areas one, and so we kept them in. We spelled out and updated the, who we're going to coordinate with for transportation, State Department of Transportation, Council of Governments, Benton County...so involve effective neighborhoods and other interested citizens and groups in the planning of street improvement projects. So Oneza, did we cover public participation in other areas as part of the public participation plan, is that why it's taken out of here? I think that's what I remember, but I just want to verify that.

Ms. Oneza: No. So, this is all that is from the existing Comp Plan Goals and Policies that we showed you and then this is what is after the revision at the last meeting.

Mr. Floyd: Right, no, I'm just saying, so, this, the response is this can be part of the overall public participation so the City has a Public Participation Plan and so that's why we're taking Policies 4 and

5 out, because that's addressing the Public Participation Plan, which is common, not just in the Comp Plan but really, every activity the City does. Does that work for everybody? * **Council Consensus** *

Commissioner Zetz: On Policy 3, going back up there on Policy 3, it says "Coordinate with Benton County...yeah, 2, and other groups of transportation facilities statewide, regions, countywide", maybe also local of the TBD that are established? The Transportation Benefit District, (inaudible) created one, created, I don't know, Stephanie, is that, does the Council even play with the TBD?

Ms. Haug: It's been discussed, but nothing has moved forward.

Mr. Floyd: Okay. Does that work? That better? So I just took, I just added local in. Countywide and local significance. Okay, this one was, you know, we're talking about income, that could be a little bit judgmental or divisive, and I think that's a good comment, so continue public transportation services accessibility for all, how about if we said demographics?

Commissioner McLeod: That sounds good.

Mr. Floyd: Because demographics is pretty safe word, and that way we can take out incomes and special needs people, right? We're all demographics. That struck age groups, that struck all special needs people, so, but I want to say, okay, between Benton City and the Tri-Cities, that actually works. How about we say like travelling between? And that's it! Those are the Goals and Policies. So follow up, we're going to put together some information related to Agri-Tourism District and some goals and couple policies, we'll provide that to Stephanie, she'll share that with you at your next meeting. If we're not at the meeting, otherwise we'll share it with you at our next meeting when we get together, and Oneza, you wanted to add something?

Ms. Oneza: Yes, and if you want to add more goals and policies that you feel is not covered, now would be the time, like Steve mentioned, that the new Goals and Policies, so yeah, if you send, discuss that now or send us that comment, then we could add that throughout this process, and sooner is better.

Mr. Floyd: So the reason is, is that the Goals and Policies set the foundation for the Plan, so if we're going to add a goal and policy, it's kind of like adding a room onto the house; we've already built, starting to build the house and then we have to like stop and remodel and go back and so, that's why it's important to get the goals and policies set, kind of in the beginning, make sure we've captured the big picture ideas.

Ms. Oneza: Yes, and especially if you're expecting some future projects for example, if you are having a downtown redevelopment, and we have a policy right now, but if you have specific goals in mind then we could incorporate so that your future projects would be consistent with the Goals and Policies.

Mr. Floyd: Okay, do you anticipate having any additional comments on the Goals and Policies?

Commissioner Robins: I've got one thing there, it just doesn't seem right to me to continue public transportation service accessibility for all travelling between Benton City and the Tri-Cities, we also go towards the Yakima area. I just wonder if there's a way to re-word that so we're not limiting ourselves...

Mr. Floyd: Do we have public transportation, though, connected to Yakima?

Commissioner Robins: To Prosser.

Commissioner McLeod: Could we say surrounding area?

Mr. Floyd: So between Benton, how about within Benton County, how about that?

Commissioner Robins: I just wondered, we take travelling through or from or through Benton City and then you're not saying anything about Tri-Cities or Prosser or anything like, I mean, I was just looking at that, I don't know, it just kind of struck me.

Mr. Floyd: I think you're right, and throughout, could we add this?

Commissioner Robins: Benton-Franklin County Region, that way you're covering both sides of the...

Commissioner Wallace: What about Yakima?

Mr. Floyd: Good point.

Commissioner Robins: We've got to worry about that, yeah; we've got to cover both sides of where we're at. Sorry to waste some time, I was just...I didn't like how it read.

Mr. Floyd: No, that's making, so I didn't like how it read either.

Ms. Haug: You take off between.

Mr. Floyd: So it's still not right.

Ms. Haug: Throughout the Benton-Franklin, (inaudible) throughout the...

Commissioner Robins: You could go Benton City and the surrounding areas and then you're done.

Commissioner Zetz: Instead of to continue, can it be to maintain and expand existing public transportation services?

Mr. Floyd: Okay, to maintain and expand for all demographics. How about from Benton City and throughout the...?

Commissioner Zetz: Remove accessibility. Maintain a public transportation service for all demographics.

Commissioner Robins: I'd just go through Benton City and the surrounding area. Shorten that thing way up. * Council Consensus *

Commissioner McLeod: If in the future, we want a water facility, a water park, does it have to be in this Plan? Because it wasn't set in any of these sections and everybody at all the meetings that you ask them what the Plan is, they all want a water park of some sort, all of them.

Ms. Haug: I think in the Parks and Open Spaces; it offers range of programs and facilities for year around recreational choices. I think that that would be a specific project that would fall in that.

Mr. Floyd: Improve water activities; there's actually quite a few things in there, I think, that work. Alright, Oneza, I'm closing this out. You want the map up now?

Ms. Oneza: Yes, please! That would be great. Let's start there. So this map that you have in your packet? This is a map from data that we received from Benton County, so Stephanie has been working with Benton County staff and they're working on finding out what land areas are developable within the City, so they had done some analysis so this map indicates some underdeveloped areas and some vacant areas so the reason we're having this map, because we have to identify your future population goal that's, I think it's over five thousand in the next twenty years and so it's going to add another, over a thousand population or I think fifteen hundred additional population within the City, so we have to show the capacity of the City to how to house those people, where they will be located so that's why we're going through this study and analysis now. So what Benton County staff did, they identified parcels and they identified land and development value ratio that was 2.5 so there two different sets of data that we're showing here; R-2 Vacant, so vacant is pretty simple, there's nothing in there, and R-2 Underdeveloped, that is the ratio that they put together so let's say you have a two and half acre land and it has the capacity of one acre per lot, so it has the capacity to build more so that's how they have identified which parcels could add additional lots and those the ones shown in Underdeveloped. Now there are...

Commissioner Zetz: I was just going to ask; when you're, because I haven't talked to Mike or what formula did they use to determine the Underdeveloped, did they use acreage formula or...?

Ms. Oneza: They used acreage and land versus, I think they used value, so land versus development equals to 2.5, that's what they used. I believe it was value. That's something I have to look up, I don't want to give you the wrong information.

Ms. Haug: This map is only the R-2 Zone, it is not a complete map of the entire city and all zones, so your properties on Ag-Suburban, so it's not included in this. This is only, and then I also need to get with Justin, because there are a few parcels that were captured in this and assuming their query that are now developed so we'll get those, I wasn't sure the best way to get that information to him.

Ms. Oneza: It's not complete; it's just a work in progress. We wanted to show you that this the study that we are going through, so this is just the R-2 Zone and we haven't looked at the High Density Zone yet so there might be some more capacity there so once we look at that and we'll do the analysis in the next few months and we'll do some more work not just the analysis and we'll bring the result to you at the next meeting.

Mr. Floyd: And we also wanted to show the FEMA Floodway and Floodplain, so that shows you areas that are going to be more challenging developments in those areas and explains why there's some capacity there, too.

Commissioner Zetz: Is there a way, from looking at that Floodway is there a way to exclude that from the formula as a means of discouraging development? So you're not penalized for it as underdeveloped lands?

Mr. Floyd: Yeah, that's a good point, because some of these areas have developed historically.

Ms. Haug: So isn't the Floodplain and Floodways are excluded in the formula that the Countywide Planning Policy in the formula that was developed, that stuff is removed. So the Floodway is, but if I recall correctly, there is a reduction, I don't remember what it was but there was an accounting for that. I don't remember off the top of my head what it was.

Mr. Floyd: But their maps show those areas within the 100 Year Floodplain as being, potentially developable, so we should probably either exclude or discount...

Commissioner Zetz: Or a reduction at the least (inaudible).

Ms. Oneza: Yes, because they may not have excluded those areas in their analysis so we'll have to do that.

Mr. Floyd: We'll have to verify that.

Ms. Haug: I'm assuming this was just run from a query from their GIS and I'll talk to Michelle at the County to see if she had any of this information but I think Mike was solely working on it and so we might end up having to recreate some of it from...

Mr. Floyd: We have to do our own accounting adjustments.

Commissioner Zetz: At least parcel by parcel (inaudible) of those ones that are...

Ms. Oneza: I think in GIS, we could select those parcels by polygons that goes over the Floodway and exclude that in GIS. That's something we can do and then we can also look at the High Density area and that has to be parcel by parcel...

Ms. Haug: Mike was doing it by himself. He was using Benton City as kind of a test for the formula that we were developing for the Countywide Planning Policies and so he was doing this and he provided us the information of what he had. He didn't have a complete; he had just started on it.

Ms. Oneza: And to answer your question before, he did use the value, the building value and the plan value so that's what we're seeing in the spreadsheet.

Mr. Floyd: I know who the new Assistant Planning Manager is going to be, so we have a connection there, Oneza and I both work with him in the past.

Ms. Haug: Okay, but I don't think that's been announced yet though.

Commissioner Zetz: Do you know, as jurisdictions are going through the Comp Plan, I think the west sides pretty much finished with theirs, right? Has there been any challenges to these exclusions for jurisdictions (inaudible)?

Mr. Floyd: Like discounting? No. That's a pretty typical practice.

Ms. Oneza: Yes, the land capacity, and that's how we did for a lot of the Shoreline areas, excluding critical areas.

Mr. Floyd: Standard practice. We just want to make sure we have the right data, and that we're showing this is included as having capacity but it's in the 100 Year Floodplain. The City's only had two developments in last twenty years in this area because nobody wants to go through the extra requirements therefore we're only going to plan for a couple additional (inaudible).

Ms. Oneza: Right, so you could add a ratio, looking at your past development trend, if it's five percent of your total flood plain area, that are being developed, so we could use that percentage to project the future development potential.

Mr. Floyd: And we'll have this for all the zoning.

Ms. Oneza: For now, with the land capacity, we're going to look at the zoning capacity, so whatever the land capacity so zoning intensity, your density, that's what we're looking at to decide your buildable units. That's how we will identify.

Mr. Floyd: So we'll have a table; we'll list all the zoning. Kind of tell you what the current condition is and what the additional development potential could be for that zone. It'll go with the map. Oneza, did you want to, the areas in yellow are areas that are not developed, right?

Ms. Oneza: So the yellows are not developed so if you find any areas that is not accurate and Stephanie and we will be working for sure...

Mr. Floyd: Like some of these houses have been built in here, is that right?

Ms. Haug: Not over there, but on the east side there in Botaka, it's completely full now.

Ms. Oneza: So maybe you could mark it up and then send it to us. And if any of you see any land that's vacant but it's not identified here, and again we're talking about only R-2 Zone here so just let us know and we will also be looking at the Commercial land as well so that's going to be separate study for separate zones. That's all for our visitation tonight, so we wanted to show you where we are at and then we would like to meet with you in a couple of months with our analysis and what we can do, we will have the revised Goals and Policies sent to you for the next month's meeting or for the next meeting, we may not be here but you could still review them and send your comments to Stephanie and we'll share it that way, but then we were scheduled to meet in January, with more information if that works, so by that time we'll have more content of the Plan.

Mr. Floyd: Will you have a meeting between now and January?

Ms. Haug: If we receive any applications that need reviewed, then we will, but otherwise we won't have any topics for discussion, but if you have something that you need updated and reviewed, then we can definitely hold meetings.

Mr. Floyd: Okay. If it's just a little bit, we could at least distribute it by email and then talk about it when we get together at the meeting. That would probably be the way to handle it.

Ms. Oneza: Alright, if, is there any other questions on the process? Okay.

Commissioner Zetz: Thank you, guys, for all the work you're doing. * Council Consensus *

<<< Next meeting – Comprehensive Plan – January 2017 >>>

GENERAL COMMISSION COMMENTS (01:20:11*) None

ADJOURNMENT (01:20:11*)

Commission Chair Allen adjourned the October 26th, 2016 Planning Commission Board Meeting at 7:17 p.m.

Planning Commission Meeting ended 7:17 p.m. (01:20:13*Audio recording ends)

Don Allen, Commission Chair
Planning Commission Board

Stephanie Haug
Clerk of the Board

Date: _____



Benton City Comprehensive Plan

Goals and Policies

Land Use

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.

Private Property Right

Goal 2. – Respect private property owner's rights in all planning efforts.

- Policy 1. Follow due process in all activities related to land use.
- Policy 2. 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.

Design and Character

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

Goal 4. – Create a well-designed and aesthetically pleasing city that reflects the small-town character of Benton City.

- Policy 1. Promote and maintain developments to enhance the positive image of the City.
- Policy 2. Encourage the use of design guidelines and Crime Prevention through Environmental Design (CPTED) principles to ensure safety and aesthetics of the built environment.
- Policy 3. Consider enhancing the community entrances to support a positive feeling on entering the community.

Orderly Growth

Goal 5. – Provide for the orderly development of the city.

- Policy 1. Ensure appropriate transition between land use types; discourage incompatible land uses from locating near or adjacent to each other.
- Policy 2. Focus growth into areas that currently have adequate capital facilities to absorb new development.

- Policy 3. Identify development areas, planned service expansions, and the extensions of utilities to occur logically and to be cost effective.
- Policy 4. Work closely with adjacent cities and Benton County to coordinate land use plans. Maintain consistency with the Countywide Planning Policies.

Various Land Uses

Goal 6. – Establish land use patterns that balance development and provide for diverse uses.

- Policy 1. Provide diverse residential densities to permit housing for a variety of lifestyles and household income levels.
- Policy 2. Maintain the small town character of the single-family neighborhoods.
- Policy 3. Place multi-family residential developments next to arterial streets, along public transportation routes, or on the periphery of commercially designated areas.
- Policy 4. Locate new high-density residential development so that residents will have access to walking and bicycle trails and public transit.
- Policy 5. Allow mixed use developments near downtown and transit that promote a pedestrian-friendly environment.
- Policy 6. Plan for adequate commercial and industrial lands needed for economic development and to support the local economy.
- Policy 7. Permit agricultural use on properties suitable for agricultural uses within the Urban Growth Area while such use is viable.

Housing

Housing Diversity and Affordability

Goal 1. – Promote a variety of residential densities and housing types to meet the diverse needs of the population.

- Policy 1. Encourage opportunities for home ownership through the availability of a variety of housing types such as small lot single-family, zero lot line developments, cluster housing, town houses, condominium, accessory apartments, and manufactured homes.
- Policy 2. Encourage different residential types within multifamily zones according to allowed densities.
- Policy 3. Encourage housing types that offer services and facilities for the aging population group of Benton City.
- Policy 4. Encourage the development of affordable housing for all segments of the population.
- Policy 5. 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 6. 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 2. – Preserve and enhance established neighborhoods in a manner that is consistent with

the overall 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 and density.

Compatibility

Goal 3. Ensure compatibility of residential development with established and projected land use patterns.

- Policy 1. Locate multi-family residential housing so it does not create conflict with single-family neighborhoods.
- Policy 2. Multi-family development should have direct access to an arterial street. Traffic generated from multi-family development will be directed away from single-family neighborhoods.
- Policy 3. Use flexible design standards in multi-family development to mitigate impacts on less intense adjoining land uses.
- Policy 4. Encourage higher density single or multi-family neighborhoods near commercial centers and other facilities/services to encourage pedestrian circulation and transit use.
- Policy 5. Use natural and topographical changes, when possible to buffer and separate multi-family residential developments from single-family neighborhoods.
- Policy 6. Require residential developments to provide adequate buffering from adjoining agricultural uses. New developments should reduce conflict between the dissimilar uses.

Economic Development

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.

Commercial and Industrial

Goal 2. 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. Provide adequate appropriately zoned land to accommodate the city's projected commercial and industrial needs.
- Policy 4. Limit commercial and industrial businesses to those areas large enough to be economically viable.
- Policy 5. 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.

Goal 3. Promote agri-tourism based commercial, industrial, and residential developments.

- Policy 1. Promote tourism-based activities that capitalize on wine tourism.
- Policy 2. Establish a new zoning district with associated development regulations to incorporate uses supportive of agri-tourism such as wineries, tasting rooms and resorts.

Infrastructure

Goal 4. Ensure infrastructure support for the orderly and cost effective development of commercial and industrial land.

- Policy 1. Group industrial uses to maximize infrastructure efficiency and minimize service provision.
- Policy 2. Prepare a replacement schedule for all utilities recognizing each system's design life and providing a financing plan for replacement and upgrades.
- Policy 3. Encourage commercial and industrial developments to areas where adequate facilities and services exist or can be provided at the time of development.
- Policy 4. When feasible, encourage the infill and redevelopment of existing commercial areas before developing new neighborhoods and community commercial centers.

Transportation

Goal 1. Develop, maintain and operate a balanced, safe, and efficient multi-modal transportation system to serve the community.

- Policy 1. 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 circulation system.
- Policy 2. Maintain appropriate standards and levels of service for new streets and upgrade of existing streets.
- Policy 3. Connect all transportation modes such as rail, pedestrian, equestrian and bike systems with the roadway system when feasible.
- Policy 4. Establish the orderly and efficient movement of freight and goods.
- Policy 5. Encourage the improvement and establishment of terminal facilities to enhance agricultural, commercial, and industrial use.
- Policy 6. Preserve opportunities for industrial development that could be enhanced by

accessibility to rail service.

- Policy 7. Provide appropriate traffic control measures and safe crossings at potentially hazardous locations for pedestrians, equestrians and bicyclists.

Goal 2. Ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development

- 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.
- Policy 2. Require new subdivision development to be improved to full city street and utility standards.
- Policy 3. Obtain future street rights of way or easements prior to or concurrent with developments to facilitate access to adjoining future developments.

Goal 3. Assure adequate accommodation of bicycle, pedestrian, equestrian 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.
- 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 single and multi-family residential development to provide pedestrian and bicycle friendly streets and sidewalks within the development.
- Policy 4. Develop and/or adopt design standards for bicycle friendly streets, sidewalks, crosswalks, bike racks, and multiple use trails and pathways.
- Policy 5. Require new and improved commercial centers to be located and designed to facilitate access and circulation by alternative transportation modes.
- Policy 6. Include stand-alone pedestrian and bicycle projects in the six-year TIP, as appropriate.
- Policy 7. 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.

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. Provide a local transportation system that is coordinated and consistent with the regional transportation network.

- Policy 1. Support the Benton Countywide Planning Policies for transportation.
- Policy 2. Coordinate with Benton County, Washington State Department of Transportation, Benton Franklin Council of Government, and other groups for the provision of transportation facilities of statewide, region wide, countywide, and local significance.

Goal 7. Maintain and expand public transportation service for all demographics travelling through Benton City and the surrounding area.

- 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.

Capital Facilities

Goal 1. Ensure that capital facilities proposed are consistent with the land use and other elements in the comprehensive plan and are fiscally achievable.

- Policy 1. Provide capital facilities based on the future needs of projected population within the urban growth area as indicated in the land use plan.
- Policy 2. Allocate capital improvement funds to meet existing deficiencies, replace worn out or obsolete facilities, and accommodate desired growth.
- Policy 3. Prioritize capital facility needs consistent with the overall planning goals.
- Policy 4. Require that developers bear a fair share of facility improvement costs required for their developments.

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.

Water and Sewer

Goal 1. Ensure that capital facilities provided are consistent with the countywide projected growth, land use and financing.

- Policy 1. Ensure that water, sewer and transportation system plans identify future needs based on projected population for the City.

- Policy 2. Provide adequate services to maintain concurrency as developments occur.
- Policy 3. Prioritize capital facilities needs consistent with the future planning goals for areas that are identified for future development.

Goal 2. – 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.
- Policy 2. Ensure that new residential, commercial, or industrial development provides adequate water supply consistent with the city’s comprehensive water plan, and municipal and fire district standards.

Goal 3. – Operate and maintain an efficient wastewater treatment facility.

- Policy 1. Require that developers cover any increased costs for new developments for the provision of sewer interceptors and increased treatment capacity.
- Policy 2. Operate the sewer waste water system within state and federal guidelines.

Stormwater and Wellhead Protection

Goal 1. Protect the quality and quantity of the ground water used for public supplies.

- 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. Prevent contamination of ground water from failing septic systems by continuing to require that all occupied buildings be connected to the sanitary sewer system when feasible.
- Policy 3. Apply necessary regulations to prevent 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 6. Prepare an overall stormwater plan to guide public and private investment in stormwater facilities.
- Policy 7. Maximize on-site retention in new developments, to increase the chances of runoff recharging the groundwater in a manner similar to that, which occurs in nature.
- Policy 8. Update the existing Wellhead Protection Plan with current data.

Park and Recreation

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

- Policy 1. Plan new parks, and develop comprehensive park and recreation plans and programs based on current and anticipated community needs.
- Policy 2. Provide a range of programs and facilities for year round recreational choices including indoor and outdoor activities for all age groups and abilities.
- Policy 3. Develop a system of bike, pedestrian and equestrian trails and paths that interconnect local and regional destinations.
- Policy 4. Ensure that recreational facilities are ADA accessible as appropriate and required by

law.

Policy 5. 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.

Goal 3. Preserve open space and natural areas that are unique to Benton City.

Policy 1. Protect and enhance the natural environment and aesthetic qualities of the city.

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

Schools

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 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 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.

Essential Public Facilities

Goal 1. Undertake a regional process for the siting of essential public facilities.

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

Policy 2. 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.

Natural Environment

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

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

Policy 2. Acquire and protect key significant wildlife habitat areas

Policy 3. Prevent isolation of communities of endangered, threatened, or sensitive species.

Policy 4. Protect surface water and groundwater supplies.

Policy 5. Use the critical areas ordinance, Shoreline Master Program, ~~and~~ the state environmental policy act (SEPA) and other ordinances as needed to protect the

critical areas and natural environment.

Policy 6. Consider the goals and policies of the Shoreline Master Program as part of this Comprehensive plan.

Policy 7. 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. Utilize the best available science to mitigate development impacts to environmentally sensitive areas.

Goal 3. Mitigate adverse environmental impacts.

Policy 1. Mitigate adverse impacts of developments 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.

City of Benton City Comprehensive Plan Outline

Introduction

Growth Management Act

What is in the Plan?

Public Participation

Community Profile and Characteristics

Community Vision

Goals and Policies

Benton County Countywide Planning Policies

(Summary of the CWPP; complete CWPP to be attached as an appendix)

Benton City Goals and Policies

- Land Use
- Housing
- Economic Development
- Transportation
- Capital Facilities
 - o Water and Wastewater
 - o Stormwater and Wellheads
 - o Parks and Open Space
 - o Schools
 - o Essential Public Facilities
- Natural Environment

Comprehensive Plan Elements

Land Use

Intro to land use, description of land use types, densities and locations, land use map, population projection and development potential, land capacity analysis; protection of ground water acquirer for public water supplies, identification of land for public purposes, open spaces corridors, drainage, stormwater (WAC 365-196-405)

Housing

Intro to housing, current housing inventory, projected housing needs, identification of sufficient land for housing (36.70A.070(2), WAC 365-196-410)

Economic Development

(Intro, strengths and weakness of local economy, income level, economic development plans by the City and BCEDC (WAC 365-196-435))

Transportation

Intro, summary of current inventory, adopted levels of service (LOS), 10 year forecast, state and local system needs, pedestrian and bi-cycle component, future funding capability to meet the needs, summary of 6 yr TIP, alternative plan for funding if probable funding falls short, intergovernmental efforts (RCW 36.70A.070(6), WAC 365-196-430)

Capital Facilities

Intro, inventory of water systems, sanitary sewer systems, stormwater facilities, reclaimed water facilities, schools, parks and recreational facilities, police and fire protection facilities, summary of the system plans, inventory, forecast demand, financing plans (RCW 36.70A.070(3), WAC 365-196-415).

City should establish a process, or amend its existing process, for identifying and siting essential public facilities. Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.

- Water systems
- Sanitary sewer systems
- Stormwater and wellhead facilities
- Parks and recreational facilities
- Schools
- Police
- Fire
- Essential public facilities

Utilities

Intro, the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines (WAC 365-196-415)

- Electricity
- Telecommunication
- Irrigation

Natural Environment

Discussion on recently adopted Shoreline master program; critical areas (acquirer recharge areas, geologically hazardous areas, frequently flooded areas, fish and wildlife habitat areas), open spaces corridors, drainage, stormwater,(WAC 365-196-405)

Maps

Land use map

Community facilities map

Functional road classification map

Appendices

Glossary

Acronyms

Public Participation Plan

Economic Development Plan

Water System Plan

Sewer System Plan

Waste Water System Plan

Parks and Recreation Plan

(More may be added)



Memorandum

Date: January 17, 2017

To: Stephanie Haug, CMC; City of Benton City

From: Ferdouse Oneza, Oneza & Associates

Re: Summary of Benton City's Land Capacity Analysis

Inventory of the City's land use from County's GIS parcel data indicates the City and the Urban Growth Area (UGA) land distribution as follows. This data does not include roads, trails and other right of ways.

Zone	UGA (acre)	City (acre)	Grand Total (acre)	%
Residential	341.90	605.50	947.30	55
Parks		11.80	11.80	1
Commercial	7.20	141.80	149.00	9
Manufacturing/ Light Industrial	14.10	385.90	400.00	23
Government	0.90	95.60	96.50	6
Agricultural Suburban	6.10	109.30	115.40	7
Grand Total	370.20	1,349.80	1,720.00	100

The table below indicates Benton City's projected population for years 2035 and 2040, based on the Office of Financial Management's (OFM) population projection.

	2035	2040
Projected Population	5467	5812
Population in 2016	3325	3325
Population increase	2,142	2,487

According to the Growth Management Act, cities must plan for the population allocated to them but may plan for additional population within incorporated areas (WAC 365-196-405(2)(f)). It requires cities and counties to show how they meet the twenty-year population projection. This also includes planning for different housing densities within the City and its UGA.

In order to analyze the capacity of land to meet the future demand, Benton County had prepared a preliminary analysis of Benton City's inventory of parcels. Our analysis is



based on the County's analyzed data and findings, and completes the analysis and housing needs.

Methodology

This analysis is based on existing vacant and underdeveloped land's capacity to add additional units. This doesn't reflect the property owners' intention for developments; neither does it require the property owners to develop their properties.

In the methodology, all the vacant and underutilized parcels in residential land use were identified by zoning (R-2 and R-3). For instance, lots that are at least 2.5 times larger than the required R-2 zoning district's minimum lot size (7200 sq-ft) were identified. Benton County had identified these lots and their development potentials in R-2 zoning. Critical areas, rights of ways were excluded from the total. For R-3 zoning, City staff helped identifying vacant lots within the City. Underutilized lots were also identified when the building value is less than half of the land value. Potential numbers of future units were calculated from this data.

Data Summary

The City's utility account indicates 1184 existing housing units that include single-family, multi-family and mobile homes. In order to meet the 2035 population goals, the City will need an additional 765 (2142/2.8*) housing units.

Based on the analysis of available land within the City limits, following units can be built on vacant or underutilized lands.

Development capacity	Unit count
R-2 zone vacant	324
R-2 zone underutilized	245
R-3 zone vacant and underutilized	215
Total capacity	784
Additional units needed	765*
Surplus	19

*Population increase 2142, average household size for Benton City is 2.8

The above table doesn't include lands in the urban growth area. The GIS data analysis indicates that the UGA currently includes 92 acres of underdeveloped land with a County zoning designation of Urban Growth Area Residential (UGAR). UGAR zoning



requires 7500 sq-ft minimum lot size for a single family home. After excluding roads, critical areas and considering a 50% build-out scenario in the UGA will add additional 150 residential units.

Commercial land use indicates 82.9 acres of developed commercial and 58.9 acres of underdeveloped commercial land. The City has approximately 357 acres of underdeveloped Manufacturing/Light Industrial land, a major portion of which is located on the south side of Interstate-82.