

Volume I

Goals & Policies



Comprehensive Plan

City of Pasco, Washington

2007 to 2027

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City of Pasco

Comprehensive Plan

Volume I, Goals & Policies

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Introduction

Pasco Comprehensive Plan

Introduction

The Pasco Comprehensive Plan is a statement of goals and policies that outlines the community's vision for the future. The Plan is a basic reference document that provides guidance for the development and implementation of specific ordinances and regulations affecting the physical environment of the community. The Plan also anticipates population and employment growth and how public facilities and services will be provided to accommodate that growth.

The city originally adopted a Growth Management Act (GMA) Comprehensive Plan in 1995 in response to legislation provided in RCW 36.70A. This Plan is a revision and update of the 1995 plan, and a response to the GMA requirement that the City of Pasco must review and, if necessary, revise the plan and any associated development regulations. Beginning in December 2007, the City of Pasco is on a GMA mandated track to review and revise this Plan every seven years.

Plan Format

This Comprehensive Plan encompasses all geographic and functional elements related to the community's physical development. It is general in nature and long range in its scope. The Plan is divided into two volumes as follows:

- **Volume 1:** Contains an introduction including a description of the Comprehensive Plan, framework goals as mandated by state, a brief community profile, an outline of required elements, and other related information. Volume 1 also includes the six major elements that articulate the city's vision for the future through goals and policies organized as follows: Land Use; Housing; Capital Facilities; Utilities; Transportation; Economic Development, and Implementation and Monitoring.
- **Volume 2:** Background information for the elements including supporting data, maps and inventories.

Relationship to the Growth Management Act

In addition to outlining the required elements of comprehensive plans, the GMA (RCW 36.70A.020) prescribes fourteen statutory goals. The preparation of this Plan was guided by these overall goals. For a community's plan to be valid it must be consistent with and support the state goals as well as other specific requirements of the GMA. Consistency, in the context of the GMA, means a plan must not conflict with the fourteen statutory goals, county wide policies, and plans of adjoining jurisdictions.

The fourteen statutory goals adopted by the State Legislature are paraphrased as follows:

1. Guide urban growth to areas where urban services can be adequately provided.
2. Reduce urban sprawl.
3. Encourage efficient multi-modal transportation systems.
4. Encourage the availability of affordable housing to all economic segments of the population and promote a variety of residential densities and housing.
5. Encourage economic development throughout the State.
6. Assure private property is not taken for public use without just compensation.
7. Encourage predictability and timeliness in the permitting process.
8. Maintain and enhance natural resource based industries including: productive agriculture, fisheries, and mineral industries.
9. Encourage retention of open space and development of recreational opportunities.
10. Protect the environment and enhance the State's quality of life.
11. Encourage public participation in the planning process.
12. Ensure there are adequate public facilities and services necessary to support development.
13. Identify and preserve lands and sites of historic and archaeological significance.
14. Manage the State's shorelines wisely.

The Pasco Vision for 2027

Located along the north shore of the Columbia River, Pasco is the major service center for the ever expanding agricultural industrial region of the Columbia Basin. Our city contains tree lined streets with well maintained and identifiable neighborhoods interspersed with neighborhood parks and schools. The city's infrastructure reflects good planning and public stewardship by being well maintained and providing acceptable levels of services. Fire stations and police mini-stations are optimally located throughout the community to provide exceptional and proactive public safety.

City government activity participates with the Port of Pasco and regional economic development agencies to expand employment opportunities as well as the tax base necessary to support needed community services. Our retail and commercial service centers are attractive and inviting areas clustered near intersections of major arterial streets.

Pasco is the multi-modal hub of southeastern Washington with flourishing industrial development along key transportation nodes including rail, air, barge, truck and pipelines.

All residents of the city are afforded access to the Columbia River. Pasco is oriented toward and connected with the River through parks, pathways, bikeways, boats launches and docks.

Comprehensive Plan Elements

The City of Pasco's Comprehensive Plan contains seven elements, which establish goals and policies to guide growth and development toward the vision of the future. Each element contains a brief introduction explaining the purpose for establishing the respective goals and policies. The following information provides a brief overview of each element:

The **Land Use Element** is the Comprehensive Plan's bell weather element. This element provides direction for land use decisions necessary to guide the location of housing, commercial and industrial development as well as all other land uses within the city and expansion of the UGA.

The **Housing Element** promotes the need for diverse and affordable housing for current and future residents of the city. The element also promotes the maintenance and upkeep to preserve the existing housing stock.

The **Capital Facilities Element** discusses the utility and urban services provided by the city. This element contains policies related to utility development and public safety and essential public facilities.

The **Utilities Element** addresses utilities not owned or operated by the City of Pasco. The emphasis of this element is coordination between all utility providers during the planning and construction process.

The **Transportation Element** discusses all modes of transportation within Pasco. Along with providing policy guides, this element also addresses needs for current and future transportation improvements in the city.

The **Economic Development Element** has been included in the Pasco Plan because of the importance of economic development to the community. The goals and policies of this element provide a framework for the city to promote expanding the tax base and creating new employment opportunities for Pasco residents.

The **Implementation and Monitoring Element** contains general and administrative goals related to the planning process and the implementation of the Comprehensive Plan.

Implementing the Comprehensive Plan

The Comprehensive Plan is implemented through the goals and policies it identifies to guide local decision making related to urban development. The GMA encourages innovative implementation methods that are both regulatory and non-regulatory. Regulatory actions may include the adoption of a revised zoning ordinance or subdivision ordinance while non-regulatory actions could include the adoption of a capital facilities plan. Implementation may also include monitoring, evaluation, and amending the plan as conditions change. Some of the actions necessary to implement the Plan are discussed as follows:

Regulatory Measures

The GMA requires the city to enact land development regulations that are consistent with and implement the Comprehensive Plan. These regulations include: zoning regulations, subdivision regulations, critical area regulations, shoreline regulations, and others.

The zoning regulations and zoning map must be consistent with the land use map and the policies established in the Plan. The land use map and land use policies of the Plan establish the use, density, and intensity of future development. The zoning regulations ensure development occurs as identified in the plan.

The city is obligated by ESHB 1714 adopted by the 1995 Legislature to clarify the development and permitting process through the establishment of specific time frames and processes. These processes are provided for in Title 4 “Permit Process” of the Pasco Municipal Code.

Concurrency Management

A concurrency management system is a regulatory process that establishes procedures to determine if public facilities have adequate capacity to accommodate a proposed development. The process uses criteria adopted and implemented in the municipal code. Under the GMA, concurrency must be established for transportation facilities; however jurisdictions may establish concurrency for any public facility or service. The City of Pasco adopted Ordinance # 3821 establishing concurrency procedures for transportation facilities in conjunction with new development.

Six Year Capital Improvement Plan

The Capital Improvement Plan (CIP) sets out the capital projects the city plans to undertake within the next six years to support implementation of the Comprehensive Plan. The six year schedule is up-dated annually, with the first year of the schedule acting as the capital budget for the current fiscal year. During the annual updating of the six-year schedule, cost estimates, and funding sources are updated and revised to reflect changed conditions or new information available to the city. The CIP and the twenty-year Capital Facility Plan should be revised to include additional projects that may be needed to maintain adopted levels of service.

Administrative Actions

The Comprehensive Plan includes policies that should be carried out through administrative actions. These actions include development review, development permitting, preparation of reports, making information available to the public, and review for concurrency. Development review practices must be continually monitored to ensure administrative function are consistent with and support the policies of the Comprehensive Plan.

Public Involvement

As the Pasco Comprehensive Plan is tested by development, there will be a need to respond by amending the comprehensive Plan. Additionally as the community matures, the vision for the future may change and new needs may emerge. Continued public involvement and communication is necessary to keep the Plan current and in step with community goals for the future.

Land Use Element

Introduction

The Land Use Element anticipates and directs growth and development in the Pasco Urban Growth Area for the next 20 years. It is the policy basis for ensuring that adequate land is available for growth and that development will be orderly and efficient. The Land Use Element specifically considers the general distribution and location of land uses; the appropriate intensity and density of land uses given development trends; provides policy guidance for residential, commercial, industrial and public uses; addresses pre-existing non-conforming uses; and establishes land division policies for creating new lots. It also provides the basis for coordination with Franklin County in establishing and expanding the urban growth area.

Growth Management Mandate

The Land Use Element is designed to comply with the following state GMA planning goals:

- *Encourage urban development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*
- *Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*
- *Private property shall not be taken for public use without just compensation having been made; the property rights of landowners shall be protected from arbitrary and discriminatory actions.*
- *Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.*
- *Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.*
- *Identify and encourage the preservation of lands, sites, and structures, that have historical or archeological significance.*
- *Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions*

to reconcile conflicts.

- *Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*
- *Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*
- *Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fishery industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.*

The state goals, in turn, led to the following Countywide Planning Policies (CPP) that provide specific guidance to the analysis and policies developed in this Element (note that only those policies or portions pertaining to land use are included here):

POLICY NO. 1

Policies to Implement RCW 36.70A.020. The Comprehensive Plans of Franklin County and each of its cities therein shall be prepared and adopted with the objective to facilitate economic prosperity by accommodating growth consistent with the following:

*1. **Urban Growth:** Encourage development in urban areas where adequate public facilities exist or can be provided in a cost efficient manner.*

*2. **Avoid Sprawl:** The inappropriate conversion of undeveloped land shall be avoided. Urban development shall be confined to appropriate areas within urban growth boundaries.*

*4. **Property Rights:** Private property rights shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.*

*5. **Permits:** Applications for permits should be processed in a timely and fair manner to ensure predictability.*

7. Open Space and Recreation: *Encourage the retention of useful open space and development of recreational opportunities, conserve critical fish and wildlife habitat, increase public access to natural resource lands and water, and develop parks.*

10. Public Facilities and Services: *Ensure that those public facilities and services necessary to support development shall be adequate to serve development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*

11. Historic Preservation: *Identify and encourage the preservation of land sites and structures that have historical or archaeological significance.*

POLICY No. 2.

Policies to Implement RCW 36.70A.110 relating to the establishment of Urban Growth Areas.

A) Each city within Franklin County will be included within a designated urban growth area.

B) Designated urban growth areas should include an amount of undeveloped area to adequately accommodate forecasted growth and development for the next 20 years.

C) Designated urban growth areas should include those portions of the county already characterized by urban growth and having existing public infrastructure, public facilities and service capacities to serve existing and future growth.

D) Designated urban growth areas should include those areas that are within the recognized utility service areas of each city.

E) The size of urban growth areas will vary due to regional settings and should be adequate to promote viable economic development strategies, promote choices in housing accommodations, and insure adequate lands are available for associated open spaces and public purposes.

F) When each city and the county have jointly established development regulations for unincorporated lands within Urban Growth Areas, the Boundary Review Board shall be discontinued.

G) Municipalities should limit the extension of water and sewer service to the area within each jurisdiction's urban growth area.

POLICY NO. 3

Policies for promotion of contiguous and orderly development and the provision of urban services to such development. RCW 36.70A.210(3)b.

A) Joint county/city standards shall be established for development within each individual urban growth boundary, but beyond corporate limits of cities. It is in the public interest that joint standards be developed to preclude the creation of substandard infrastructure and property division that would burden the public with unnecessary costs to correct. These standards should include:

- 1) Street locations, both major and secondary*
- 2) Street right-of-way widths*
- 3) Street improvement widths*
- 4) Street improvement standards*
- 5) Lots and blocks including special lot reservation system when public sewer concurrency cannot be provided*
- 6) Curbs and gutters*
- 7) Sidewalks for secondary streets*
- 8) Road construction standards*
- 9) Cul-de-sac, locations and dimensions*
- 10) Storm drainage facilities, quantity, quality and discharge locations*
- 11) Street lights, conduit, fixtures, and locations*
- 12) Sewer, septic regulations, private sewer, dry sewer facilities*
- 13) Water, pipe sizes, locations, fire flows, uniform codes*
- 14) All building requirements*
- 15) Subdivision and platting requirements including parks and open space*
- 16) Collection and use of development impact fees as appropriate*
- 17) Mobile home and manufactured home regulations as appropriate*

18) Zoning ordinance: permitted uses in urban growth areas, setback, building heights, and lot coverage as appropriate

B) The availability of the full range of urban governmental services will be subject to the annexation policies of the adjacent municipality.

C) The timing of utility extensions into the urban growth area should be consistent with the adopted capital facilities plan of the adjacent municipality.

POLICY No. 4

Policies for siting public facilities of a county-wide nature. RCW 36.70A.210(3) c.

A) When an appropriate issue arises the county and cities within, along with public participation shall develop a cooperative regional process to site essential public facilities of regional and statewide importance. The objective of the process shall be to ensure that such facilities are located so as to protect environmental quality, optimize access and usefulness to all jurisdictions, and equitably distribute economic benefits/burdens throughout the region or county.

B) No local comprehensive plan or development regulations will preclude the siting of essential public facilities, but standards may be generated to ensure that reasonable compatibility with other land uses can be achieved.

POLICY No. 7

Policies for joint county and city planning within urban growth areas: RCW 36.70A.210(3)f.

A) The city and county planning efforts will be coordinated within urban growth areas.

B) The county and each city shall jointly develop and implement development, land division and building standards, and coordinate permit procedures for the review and permitting of new subdivisions within Urban Growth Areas.

Plan Concept

Pasco is the largest city in Franklin County. It is one of three cities that make up the Tri-Cities region, a mid-sized metropolitan area of approximately 200,000 people that includes the cities of Kennewick and Richland. The April 1, 2007 population of Pasco was estimated by the Washington State Office of Financial Management at 50,210. Pasco is, in terms of net percentage growth, the fastest-growing city in the state of Washington, and has been for the past several years.

The current land area of the city is 33.6 square miles, not including the 6.7 square miles of the urban growth area not included in the city Limits.

The plan concept is based on a vision of how the city should grow and develop while protecting its quality of life and equitably sharing the public and private costs and benefits of growth. The plan concept supports a distribution of land uses providing for residential, commercial, and industrial development along with infrastructure, public facilities, parks, open space, and other community features in order to maintain and protect public health, safety, and welfare, while enhancing the community's character, amenities, and environmental quality.

Land Use Designations

Pasco's approach to managing growth is accomplished through comprehensive plan land use designations that, in turn, provide the basis for zoning, capital facilities planning, and public investment. Land use designations indicate where new urban growth will be encouraged and where necessary infrastructure improvements will be required over time to support the new growth.

The urban growth areas (UGA) (See Map 1 in the Appendix) within and adjacent to the city provide for future land needs that can support growth with adequate urban-level public facilities concurrent with development. New development is encouraged to locate in urban growth areas where adequate public facilities and services can be provided in an efficient and economic manner. An adequate supply of land will ensure that immediate and future urban needs are met as well as provide for an orderly and efficient transition from low intensity land use to urban land use over time. Land use policies are intended to protect critical areas, provide efficient and safe transportation networks, maintain and improve the quality of air, water, and land resources, as well as preserve existing urban neighborhood character.

Map 2 in the Appendix depicts the generalized Comprehensive Plan land use designations for the city and the UGA. The land use designations represent the adopted policies that support land demand through the year 2027. Eight broad land use designations are used to allow for the necessary flexibility and specificity in applying land use regulations and development standards:

- Low Density Residential
- Mixed Residential
- High Density Residential
- Mixed Residential/Commercial
- Commercial
- Industrial
- Public/Quasi-Public
- Open Space

The zoning code (Title 25 of the Pasco Municipal Code) includes more detailed information on the specific zoning districts that implement these land use designations. The following table indicates the land areas for each of the land use designations.

Table LU-1 – Comprehensive Plan Land Use Designations and Acreage*

LAND USE DESIGNATIONS	ACREAGE
RESIDENTIAL LANDS	
Low Density	9,791
Mixed Density	1,577
High Density	137
Subtotal	11,505
COMMERCIAL LANDS	
Mixed Residential/Commercial	374
Commercial	2,172
Subtotal	2,546
INDUSTRIAL LANDS	
Industrial	9,229
Subtotal	9,229
PUBLIC/QUASI-PUBLIC LANDS	
Public/Quasi-Public	732
Subtotal	
OPEN SPACE LANDS	
Open Space	1,235
Subtotal	
TOTAL	25,247

* Acreage figures are derived based on the best information and technology available. Accuracy may vary depending on the source of the information, changes in political boundaries or hydrological features, or the methodology used to map and calculate a particular land use.

In defining density, it is important to distinguish the difference between “gross” and “net”. Gross density means the total number of dwelling units divided by the total land area of the site or area, excluding nothing. Net density means the total number of dwelling units divided by the net area of the lot or site. The net area excludes roads, public open spaces, community facilities, and critical areas.

Goals and Policies

LU-1. GOAL: TAKE DELIBERATE, CONSISTENT, AND CONTINUOUS ACTIONS TO IMPROVE THE COMMUNITY’S QUALITY OF LIFE AND ACHIEVE THE VISION.

LU-1-A Policy: Maintain and apply current design standards for major public investments, particularly streets.

LU-1-B Policy: Enhance the physical appearance of development within the community through land use regulations, design guidelines, and performance and maintenance standards including landscaping, screening, building facades, color, signs, and parking lot design and appearance.

LU-1-C Policy: Encourage cluster commercial development and discourage strip commercial development.

LU-1-D Policy: Intensive and controversial land uses such as adult entertainment should be permitted subject to adopted standards designed to mitigate land use impacts on adjacent, less intensive uses while preserving constitutionally protected forms of expression.

LU-2. GOAL: MAINTAIN ESTABLISHED NEIGHBORHOODS AND ENSURE NEW NEIGHBORHOODS ARE SAFE AND ENJOYABLE PLACES TO LIVE.

LU-2-A Policy: Design major streets, schools, parks, and other public facilities that will encourage the individual identities of neighborhoods.

LU-2-B Policy: Support existing and design future recreational, educational and cultural facilities and services through the capital facilities plan, dedication of land through the concurrency management process, and coordination with service providers.

LU-2-C Policy: Ensure adequate provision for the recreation needs of new residents through facilities funded by park impact fees.

LU-2-D Policy: Require all development to be landscaped through the review and approval of permits using adopted regulations and guidelines.

LU-2-E Policy: Coordinate city needs assessments and plans for parks and recreation facilities with the school district to establish joint use agreements that can leverage utilization of available lands.

LU-3. GOAL: STRIVE FOR LONG TERM REDUCTION OF ENERGY CONSUMPTION, EFFICIENT USE OF WATER RESOURCES, AND HIGHER STANDARDS OF COMMUNITY HEALTH.

LU-3-A Policy: Reduce vehicular movements by encouraging daycare, recreation facilities, and elementary schools in each neighborhood.

LU-3-B Policy: Encourage infill and density including planned unit developments to, protect open space and critical areas, and provide recreational areas and amenities in support of more intensive, walkable neighborhoods.

LU-3-C Policy: Encourage the use of irrigation (non-potable) water for landscape maintenance.

LU-3-D Policy: Encourage mixed-use development including neighborhood scale shopping areas within planned residential developments to promote walkable communities.

LU-3-E Policy: Designate areas for higher density residential development where utilities and transportation facilities enable efficient use of capital resources.

LU-4. GOAL: ENCOURAGE HIGH QUALITY COMMUNITY AND REGIONAL SHOPPING FACILITIES AND COMMERCIAL AND INDUSTRIAL DEVELOPMENT.

LU-4-A Policy: Locate commercial facilities at major street intersections to avoid commercial sprawl and avoid disruptions of residential neighborhoods, and leverage major infrastructure availability.

LU-4-B Policy: Plan for major commercial centers which promote functional and economical marketing and operations and produce sustainable clusters of shopping and services.

LU-3-C Policy: Maintain and apply design standards and guidelines that will result in attractive and efficient centers.

LU-5 GOAL: SAFEGUARD AND PROTECT CRITICAL LANDS WITHIN THE URBAN AREA.

LU-5-A Policy: Maintain regulatory processes to preserve wetlands, wildlife habitats, and other critical lands within the urban growth area.

LU-6. GOAL: ENCOURAGE THE RESTORATION AND REHABILITATION OF HISTORIC BUILDINGS AND SITES.

LU-6-A Policy: Consider allowing adaptive uses in historic structures which may include more intensive activity than surrounding properties if adverse impacts on the neighboring properties are mitigated.

Housing Element

Introduction

Housing is one of the most important needs in our lives and communities.

- It provides shelter and a link to the neighborhood and the larger community.
- It is the single largest purchase made by most households.
- As an industry, housing is a major partner in the economic life of the community both as a consumer of goods and services and producer of dwelling units, jobs, and income.
- As a major economic activity, housing depends on local government. While taxes on housing are an important source of local government revenue, services to housing and to the inhabitants of this housing comprise a major portion of local government expenditures.

By 2027, the population within the Pasco UGA is expected to be 87,300. This will be a 30,625 increase over the current population. Approximately 9,000 – 12,000 new housing units will be added to the inventory in the next 20 years to accommodate this population growth.



This comprehensive plan is a roadmap for Pasco as it works toward providing housing opportunities for present and future generations. Every community has low and moderate income households. Since a community benefits from its residents, it has a responsibility to ensure they have a desirable place to live. The Land Use Element establishes policies for providing a variety of residential densities and related housing opportunities within the confines of the Growth Management Act (GMA). This Housing Element includes a description of issues and resources and goals and policies that address Pasco's housing programs and strategies. Chapter 3 in Volume 2 provides demographic information and analysis used to support the policy framework.

Growth Management Mandate

Addressing local housing needs involves a regional approach supported by all levels of government (federal/state/local) and the private sector. Each jurisdiction has a responsibility for meeting its obligations in addressing affordable housing issues in the Tri-Cities. The greatest potential for promoting affordable housing is in the urban areas, given the intent of the Growth Management Act to direct most population growth to these areas, and to maintain lower densities in the rural area. The Franklin Countywide Planning Policies are the most appropriate tool for advancing a countywide or regional housing strategy supported by the county, cities and towns, and other public and private entities.

The following GMA Planning Goal drives the formation and implementation of the County's housing goals and policies: "Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock."

The Countywide Planning Policies (CPP) provide specific guidance to the analysis and policies developed in this element:

Policy No. 1

12. Housing: Encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing and encourage preservation of existing housing stock.

Policy No. 6

Policies that consider the need for affordable housing for all economic segments of the population and parameters for its distribution. RCW 36.70A.210(3)e.

A) The housing element of each comprehensive plan shall:

1) Address the manner and the extent, that demand from all segments of the housing market will be met.

2) Assess the ability to provide sufficient land, infrastructure and services to each housing segment including but not limited to, government assisted housing for low income families, manufactured housing, multi-family housing, migrant agricultural worker housing, and group homes. All segments of the housing market must be accommodated in appropriate numbers.

B) Individual plans should encourage regeneration of existing housing inventories.

C) To the extent possible each plan should promote the construction of affordable housing, particularly for low and moderate income segments of the population.

D) Consideration should be given to the provision of diversity in housing types to accommodate elderly, physically challenged, mentally impaired, and the special needs of the population, i.e. congregate care facilities.

E) Comprehensive plans shall consider the effects of public improvement development costs on housing, including impact fees. Allowance for exemption from impact fees for projects, which enhance housing for low and moderate income households, should be considered.

F) Each community is encouraged to provide its fair share of housing affordable to low and moderate income households by promoting a balanced mix of diverse housing types.

G) Consideration should be given to implementing innovative regulatory strategies, which provide incentives for developers to provide housing affordable to low and moderate income households.

Goals and Policies

H-1. GOAL: ENCOURAGE HOUSING FOR ALL ECONOMIC SEGMENTS OF THE CITY'S POPULATION.

H-1-A Policy: Medium and high density housing should be located near arterials and neighborhood or community shopping facilities and employment areas.

H-1-B Policy: Encourage the location of medium and high density housing in locations that will avoid the need for access through lower density residential neighborhoods.

H-1-C Policy: Support dispersal of special needs housing throughout the community.

H-1-D Policy: Avoid large concentrations of high-density housing.

H-1-E Policy: Support or advance programs that encourage home ownership.

H-2. GOAL: STRIVE TO MAINTAIN A VARIETY OF HOUSING CONSISTENT WITH THE LOCAL AND REGIONAL MARKET.

H-2-A Policy: Allow for a full range of residential environments including single family homes, townhouses, condominiums, apartments, and manufactured housing.

H-3. GOAL: PRESERVE AND MAINTAIN THE EXISTING HOUSING STOCK FOR PRESENT AND FUTURE RESIDENTS.

H-3-A Policy: Use code enforcement as a method of requiring owners of residential units to keep structures in good condition for human habitation.

H-3-B Policy: Assist low income households with needed housing improvements.

H-3-C Policy: Support organizations and or programs involved in affordable housing development, repair and rehabilitation.

H-4. GOAL: ENCOURAGE HOUSING DESIGN AND CONSTRUCTION THAT ENSURES LONG TERM SUSTAINABILITY AND VALUE.

H-4-A Policy: Encourage innovative techniques in the design of residential neighborhoods and mixed use areas to provide character and variety in the community.

H-4-B Policy: Maintain development regulations and standards that control the scale and density of accessory buildings and homes to maintain compatibility with other residential uses.

H-5. GOAL: SUPPORT EFFORTS TO PROVIDE AFFORDABLE HOUSING TO MEET THE NEEDS OF LOW AND MODERATE INCOME HOUSEHOLDS IN THE COMMUNITY.

H-5-A Policy: Residential neighborhoods and mixed use areas should exhibit a consistent level of quality and appearance.

H-5-B Policy: The city shall work with local, state and federal agencies and private organizations to assist lower income residents to rehabilitate and/or maintain their homes.

H-5-C Policy: The city shall work with public and private sector developers to ensure that lower income housing is developed on scattered sites and in such a manner that it blends in with surrounding neighborhoods.

Capital Facilities Element

Introduction

This Chapter, along with the six-year Capital Facilities Plan (CFP), constitutes the Capital Facilities Element. The Pasco Comprehensive Water, Sewer, Stormwater, and six-year Transportation Plans are a technical extension of the Utilities and Transportation Elements; this Chapter is designed to support the County's current and future population and economy. The goals and policies guide and implement the provision of adequate public facilities as required by the GMA. This Element and the CFP contain level-of-service (LOS) standards for transportation, sewer, and water and policies directing concurrency. Following the provisions for county capital facilities, the element includes goals and policies for essential public facilities.

Planning for major capital facilities enables Pasco to:

- Demonstrate facility needs through adopted level of service standards;
- Anticipate capital improvement needs and plan for their costs;
- Integrate community capital facility wants/needs into the annual budget process;
- Monitor growth and manage development; and
- Qualify for revenue sources such as federal and state grants and loans, real estate excise taxes and impact fees. This level of planning also enables the city to receive a better rating on bond issues.

The City of Pasco is responsible for capital facilities and service levels related to:

- Public Works – Operation and maintenance, transportation, water, sewer, and surface water management and solid waste disposal facilities;
- Justice – Public safety and court facilities;
- General Government – Administrative facilities; and
- Community – Parks, recreation and community services facilities

Source Documents

The source documents primarily used as functional comprehensive plans for infrastructure and the six-year capital improvement plans are prepared routinely and updated annually as required for obtaining funding from the State. The individual capital improvement plans define projects and proposed funding for those projects required, first to rehabilitate existing facilities and secondly to provide level of service (LOS) capacity to accommodate new growth.

Generally, the proposed new capacity, replacement and rehabilitation of capital facilities, and financing for the next six years reflects the general planning goals and policies, as well as land use infrastructure requirements, identified in Pasco's longer-range planning documents. These documents include:

- The Transportation Element, and related regional and county transportation plans;
- The Comprehensive Park and Recreation Plan and Trails Plan;
- Water, Sewer, and Stormwater Comprehensive Plans; and
- Specific facility plans for infrastructure improvements and city-owned buildings.

Other source documents include, plans for schools, the irrigation district, the Benton-Franklin Council of Governments Regional Transportation Plan, the Columbia Basin Ground Water Management Area Plan, and other service providers.

Growth Management Mandate

The Capital Facilities Element is designed to comply with the following state GMA planning goals:

- *Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*

The state goals, in turn, led to the following Countywide Planning Policies (CPP) that provide specific guidance to the analysis and policies developed in this Element (note that only those policies or portions pertaining to infrastructure are included here):

POLICY No. 1

Policies to Implement RCW 36.70A.020. The Comprehensive Plans of Franklin County and each of its cities therein shall be prepared and adopted with the objective to facilitate economic prosperity by accommodating growth consistent with the following:

*2. **Avoid Sprawl:** The inappropriate conversion of undeveloped land shall be avoided. Urban development shall be confined to appropriate areas within urban growth boundaries.*

*5. **Permits:** Applications for permits should be processed in a timely and fair manner to ensure predictability.*

*10. **Public Facilities and Services:** Ensure that those public facilities and services necessary to support development shall be adequate to serve development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*

POLICY No. 2

G) Municipalities should limit the extension of water and sewer service to areas within each jurisdiction's urban growth area.

POLICY No. 3

Policies for promotion of contiguous and orderly development and the provision of urban services to such development. RCW 36.70A.210(3)b.

A) Joint county/city standards shall be established for development within each individual urban growth boundaries, but beyond corporate limits of cities. It is in the public interest that joint standards be developed to preclude the creation of substandard infrastructure and property division that would burden the public with unnecessary costs to correct. These standards should include:

5) Lots and blocks including special lot reservation system when public sewer concurrency cannot be provided

10) Storm drainage facilities, quantity, quality and discharge locations

11) Street lights, conduit, fixtures, locations

12) Sewer, septic regulations, private sewer, dry sewer facilities

13) Water, pipe sizes, locations, fire flows, uniform codes

14) All building requirements

B) The availability of the full range of urban governmental services will be subject to the annexation policies of the adjacent municipality.

C) The timing of utility extensions into the urban growth area should be consistent with the adopted capital facilities plan of the adjacent municipality.

POLICY No. 4

Policies for siting public facilities of a county-wide nature. RCW 36.70A.210(3)c.

A) When an appropriate issue arises' the county and cities within, along with public participation, shall develop a cooperative regional process to site essential public facilities of regional and statewide importance. The objective of the process shall be to ensure that such facilities are located so as to protect environmental quality, optimize access and usefulness to all jurisdictions, and equitably distribute economic benefits/burdens throughout the region or county.

B) No local comprehensive plan or development regulations will preclude the siting of essential public facilities, but standards may be generated to ensure that reasonable compatibility with other land uses can be achieved.

POLICY No. 5

Policies for county-wide transportation facilities and strategies. RCW 36.70A.210(3)d.

A) Maintain active county-city participation in the Regional Transportation Policy Organization in order to facilitate city, county, and state coordination in planning regional transportation facilities and infrastructure improvements to serve essential public facilities including Port District facilities and properties.

POLICY No. 9

Policies for the analysis of fiscal impacts: RCW 36.70.210(3)p.

A) Construction design and placement standards for roads, intersections and streets (with provisions for storm water conveyance), sewer, water and lighting infrastructure, should be determined based upon an analysis which identifies the most appropriate public expenditure over extended periods of time. Utilities should be incorporated into such analysis.

B) If communities consider the imposition of impact fees, said fees should be established on the basis of identifiable development impacts.

Goals and Policies

CF-1. GOAL: USE THE SIX YEAR CAPITAL IMPROVEMENT BUDGETING PROCESS AS THE SHORT-TERM IMPLEMENTATION OF THE 20-YEAR CAPITAL FACILITY NEEDS IDENTIFIED IN THE COMPREHENSIVE PLAN.

CF-1-A Policy: Systematically guide capital improvements consistent with the wishes and needs of the community (vision).

CF-1-B Policy: Encourage public participation in defining the need for, the proposed location of, and the design of public facilities such as parks, ball fields, pedestrian and bicycle corridors, and street and utility extensions and improvements.

CF-2. GOAL: ENSURE CONCURRENCY OF UTILITIES, SERVICES, AND FACILITIES CONSISTENT WITH LAND USE DESIGNATIONS AND ACTIONS WITHIN REALISTIC CAPITAL BUDGET CAPABILITIES.

CF-2-A Policy: Encourage growth in geographic areas where services and utilities can be extended in an orderly, progressive and efficient manner.

CB-2-B Policy: Deficiencies in existing public facilities shall be addressed during the capital facilities budgeting process.

CF-2-C Policy: Periodically review capital facilities needs and the associated fiscal impacts on the community in light of changing regional and local economic trends. The appropriate interval for such a review is seven years during the mandated GMA update cycle, except for the annual 6-Year Plan review.

CF-3. GOAL: PROVIDE ADEQUATE LANDS FOR PUBLIC FACILITIES.

CF-3-A Policy: Assure land development proposals provide land and/or facilities or other mitigation for impacts on parks, schools, pedestrian and bicycle trails.

CF-4. GOAL: IN CONJUNCTION WITH THE COUNTY, PROVIDE PARKS, GREENWAYS, TRAILS, AND RECREATION FACILITIES THROUGHOUT THE URBAN GROWTH AREA.

CF-4-A Policy: Implement the adopted parks and recreation plan as a part of this comprehensive plan

CF-4-B Policy: Encourage use of existing natural features, open spaces and appropriate excess right-of-way as an integral part of the community-wide park system.

CF-4-C Policy: Maintain a cooperative agreement with the Pasco school district regarding the development, use, and operation of the park and recreation system.

CF-5. GOAL: FOSTER ADEQUATE PROVISION FOR EDUCATIONAL FACILITIES THROUGHOUT THE URBAN GROWTH AREA.

CF-5-A Policy: Work with the school district to coordinate facility plans with this comprehensive plan and encourage appropriate location and design of schools throughout the community.

CF-5-A Policy: Work with Columbia Basin College to coordinate campus development plans including access and traffic circulation needs.

CF-6. GOAL: MAINTAIN WITHIN THE CITY A LEVEL OF FIRE PROTECTION SERVICE THAT IS VERY EFFECTIVE AND COST EFFICIENT. ENCOURAGE THAT SAME LEVEL OF SERVICE IN THE UNINCORPORATED PORTION OF THE URBAN GROWTH AREA

CF-6-A Policy: Strive to provide a sufficient number of fire stations in appropriate locations throughout the community.

CF-6-B Policy: Maintain a cooperative policy with the county fire district.

CF-7. GOAL: LOCATE ESSENTIAL PUBLIC FACILITIES TO OPTIMIZE ACCESS AND EQUITABLY DISTRIBUTE ECONOMIC BENEFIT/ BURDENS THROUGHOUT THE REGION AND COUNTY.

CF-7-A Policy: Review all reasonable alternatives for the location of essential public facilities prior to granting necessary permits.

CF-7-A Policy: Ensure all potential environmental impacts are considered for each essential public facility including the cumulative impacts of multiple facilities.

CF-7-A Policy: Ensure essential public facilities contribute to necessary concurrency requirements for transportation and utilities.

CF-7-A Policy: Adopt mitigating measures during the special permit review process to address potential land use compatibility issues with surrounding uses.

Utilities Element

Introduction

The GMA requires the utility element to describe locations, capacities, and needs for utilities. The policies in this element cover all public water, sanitary sewer, storm water utilities and private natural gas, telecommunications, electric and solid waste utilities. The information relating to utility service providers contained in this Plan is a summary only. More detailed discussions of the topics covered in this chapter are found under separate cover in utility service provider capital functional plans.

Growth Management Mandate

The Utilities Element is designed to comply with the following state GMA planning goals:

- *Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*

The state goals, in turn, led to the following Countywide Planning Policies (CPP) that provide specific guidance to the analysis and policies developed in this Element (note that only those policies or portions pertaining to utilities and community facilities are included here):

POLICY No. 1

Policies to Implement RCW 36.70A.020. The Comprehensive Plans of Franklin County and each of its cities therein shall be prepared and adopted with the objective to facilitate economic prosperity by accommodating growth consistent with the following:

*2. **Avoid Sprawl:** The inappropriate conversion of undeveloped land shall be avoided. Urban development shall be confined to appropriate areas within urban growth boundaries.*

*5. **Permits:** Applications for permits should be processed in a timely and fair manner to ensure predictability.*

*10. **Public Facilities and Services:** Ensure that those public facilities and services necessary to support development shall be adequate to serve development at the time the development is available for occupancy and*

use without decreasing current service levels below locally established minimum standards.

POLICY No. 3

Policies for promotion of contiguous and orderly development and the provision of urban services to such development. RCW 36.70A.210(3)b.

A) Joint county/city standards shall be established for development within each individual urban growth boundary, but beyond corporate limits of cities. It is in the public interest that joint standards be developed to preclude the creation of substandard infrastructure and property division that would burden the public with unnecessary costs to correct. These standards should include:

- 5) Lots and blocks including special lot reservation system when public sewer concurrency cannot be provided*
- 10) Storm drainage facilities, quantity, quality and discharge locations*
- 11) Street lights, conduit, fixtures, locations*
- 12) Sewer, septic regulations, private sewer, dry sewer facilities*
- 13) Water, pipe sizes, locations, fire flows, uniform codes*
- 14) All building requirements*

B) The availability of the full range of urban governmental services will be subject to the annexation policies of the adjacent municipality.

C) The timing of utility extensions into the urban growth area should be consistent with the adopted capital facilities plan of the adjacent municipality.

POLICY No. 4

Policies for siting public facilities of a county-wide nature. RCW 36.70A.210(3)c.

A) When an appropriate issue arises the county and cities within, along with public participation, shall develop a cooperative regional process to site essential public facilities of regional and statewide importance. The objective of the process shall be to ensure that such facilities are located so as to protect environmental quality, optimize access and usefulness to all jurisdictions, and equitably distribute economic benefits/burdens throughout the region or county.

B) No local comprehensive plan or development regulations will preclude the siting of essential public facilities, but standards may be generated to ensure that reasonable compatibility with other land uses can be achieved.

Goals and Policies

UT-1. GOAL: PROVIDE ADEQUATE UTILITY SERVICES TO THE URBAN GROWTH AREA TO ASSURE THAT THE ANTICIPATED 20-YEAR GROWTH IS ACCOMMODATED.

UT-1-A Policy: Ensure that public water and sewer services are available concurrently with development in the urban growth area.

UT-1-B Policy: Prioritize investments in public water and sewer system improvements to support planned development within the urban growth area.

UT-1-C Policy: Coordinate utility providers' functional plans and the city's land use and utility plans to ensure long term service availability.

UT-1-D Policy: Leverage irrigation water in new developments to ease the use of potable water for maintenance of landscaping.

UT-2. GOAL: ENSURE THAT ADEQUATE PLACEMENT OF UTILITY FACILITIES IS ADDRESSED IN DEVELOPMENT PLANS.

UT-2-A Policy: Coordinate private utility providers' plans for energy and communication utilities with city land use plans and development permit applications.

UT-2-B Policy: Locate and design utility substations consistent with adopted codes and standards to be compatible with the aesthetic standards of affected neighborhoods.

UT-3. GOAL: ASSURE THE PROVISION OF ADEQUATE AND EFFICIENT STORM WATER MANAGEMENT

UT-3-A Policy: Require adequate provision of storm water facilities with all new land development.

UT-3-B Policy: Include adequate storm water management facilities to serve new or existing streets.

Transportation Element

Introduction

The Growth Management Act (GMA) has very specific requirements for comprehensive plan transportation elements. The City of Pasco maintains within Volume 2, the transportation element and an inventory of existing facilities, land use assumptions, travel forecasts, Level of Service (LOS) standards, current and future transportation needs, and a transportation financial plan in addition to other GMA required information. In this chapter, the transportation goals and policies are presented. Together with the information in Volume 2, the goals and policies provide the basis for transportation infrastructure decisions pursuant to the GMA. Since transportation infrastructure and services are also provided by the state, regional government, and the cities and towns, the Transportation Element is intended to complement those other systems and networks.

Three aspects of the Transportation Element have a direct bearing on transportation project programming and funding through the Six-Year Transportation Improvement Program (Six-Year TIP). These are: (1) transportation policies; (2) existing and future transportation needs (based on LOS); and (3) the transportation



financial plan. The transportation policies are used to give general direction for transportation improvement investments. Along with the near-term prioritized improvement projects, the LOS based transportation needs are used to select potential future projects. The transportation financial plan is used to produce a financially feasible six-year plan. Thus, the Transportation Element provides a framework for use in transportation investment decisions.

Growth Management Mandate

Development of this chapter was guided in particular by the following GMA Planning Goal:

Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city Comprehensive Plans.

The state goals, in turn, led to the following Countywide Planning Policies (CPP) that provide specific guidance to the analysis and policies developed in

this Element (note that only those policies or portions pertaining to infrastructure are included here):

POLICY No. 1

Policies to Implement RCW 36.70A.020. The Comprehensive Plans of Franklin County and each of its cities therein shall be prepared and adopted with the objective to facilitate economic prosperity by accommodating growth consistent with the following:

*3. **Transportation:** Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*

POLICY No. 3

Policies for promotion of contiguous and orderly development and the provision of urban services to such development. RCW 36.70A.210(3)b.

A) Joint county/city standards shall be established for development within each individual urban growth boundaries, but beyond corporate limits of cities. It is in the public interest that joint standards be developed to preclude the creation of substandard infrastructure and property division that would burden the public with unnecessary costs to correct. These standards should include:

- 1) Street locations, both major and secondary*
- 2) Street right-of-way widths*
- 3) Street improvement widths*
- 4) Street improvement standards*
- 6) Curbs and gutters*
- 7) Sidewalks for secondary streets*
- 8) Road construction standards*
- 9) Cul-de-sac, location and dimensions*
- 11) Street lights, conduit, fixtures, locations*
- 16) Collection and use of development impact fees as appropriate*

POLICY No. 5

Policies for county-wide transportation facilities and strategies. RCW 36.70A.210(3)d.

A) Maintain active county-city participation in the Regional Transportation Policy Organization in order to facilitate city, county, and state coordination in planning regional transportation facilities and infrastructure improvements to serve essential public facilities including Port District facilities and properties.

POLICY No. 9

Policies for the analysis of fiscal impacts: RCW 36.70.210(3)p.

A) Construction design and placement standards for roads, intersections and streets (with provisions for storm water conveyance), sewer, water and lighting infrastructure, should be determined based upon an analysis which identifies the most appropriate public expenditure over extended periods of time. Utilities should be incorporated into such analysis.

B) If communities consider the imposition of impact fees, said fees should be established on the basis of identifiable development impacts.

Regional Transportation Policies

To assure consistency between local and regional planning efforts, the GMA (RCW 47.80.023) requires all transportation elements of local comprehensive plans to undergo a consistency review and certification process to ensure that they conform with the requirements of GMA and are consistent with the Regional Transportation Plan (RTP). The GMA states that this process is to be developed and administered by Regional Transportation Planning Organizations (RTPOs). The Benton-Franklin Council of Governments is the designated RTPO for our region.

The adopted Regional Transportation Goals and Policies of the RTP articulate the policy perspective on regional consistency. These policies are a requirement of the GMA and are intended to further the coordinated development of comprehensive plans. The GMA emphasizes coordination and consistency in planning efforts among jurisdictions and agencies. The following regional transportation goals and policies are further described and detailed with data, analysis, and action strategies in the RTP.

GOALS OF THE RTP:

- The preparation and implementation of a long range plan which identifies transportation related deficiencies and problems, provides clear direction, and seeks comprehensive least-cost solutions for maintaining the integrity of and adding capacity to the transportation system in Benton, Franklin, and Walla Walla Counties;*
- A transportation system that is integrated with local land use policies.*
- A transportation system that provides lower cost solutions in*

the form of transit, vanpool/carpool, bicycling, and walking, in lieu of expanding capacity.

- *A transportation system that gives access for goods, services, and people while minimizing total system costs.*
- *A transportation system that provides access and mobility for all citizens regardless of age, race, or handicap.*
- *A transportation system that gives access while minimizing energy consumption and environmental impacts.*
- *A transportation system that meets the needs of sustained economic growth.*
- *A transportation system that is consistent with local, regional, state and federal policies.*
- *A transportation system that assures improvements will be consistent with and support the values of communities and neighborhood structures.*

RTP POLICIES

Policy 1 - Access

It is the policy of the Benton-Franklin Council of Governments (BFCG) to support a regional transportation system that emphasizes access for goods, services, and people.

Policy 2 – Access Management

It is the policy of the BFCG to encourage access management among the member jurisdictions by adopting policies and incorporating access management into their construction projects and project prioritization processes.

Policy 3 - Efficiency

It is the policy of the BFCG to support a regional transportation system that
1) Maintains the greatest efficiency of movement in terms of travel time and distance and 2) Requires transportation investment decisions to maximize the full net benefits of the system.

Policy 4 - Balance

It is the policy of the BFCG to support a regional transportation system that
1) Stresses multimodalism with minimum service standards, 2) Provides transportation options, 3) Avoids dependence on any particular mode,

especially single occupancy vehicles, and 4) Optimizes the efficiency of each mode.

Policy 5 – Safety & Security

It is the policy of the BFCG to provide a transportation system that maintains and improves safety and security in all aspects of the transportation network, including both users and nonusers of the system.

Policy 6 – Safety Conscious Planning (SCP)

It is the policy of the BFCG to promote integration of urban land use and transportation planning efforts through implementation of safety conscious planning.

Policy 7 - Environmental Responsibility

It is the policy of the BFCG to provide a regional transportation system that limits and mitigates adverse and harmful impacts on the environment.

Policy 8 - Transportation Financing

It is the policy of the BFCG to promote funding strategies that ensure regional financial stability for the transportation network.

Policy 9 - Intergovernmental Cooperation

It is the policy of the BFCG to provide a regional transportation planning process that 1) Coordinates federal, state, regional, and local comprehensive plans, policies and legislation 2) Emphasizes cooperation among jurisdictions.

Policy 10 - Citizen Involvement and Public Education

The BFCG in July 1994, adopted “Public Involvement Procedures for Transportation Planning” (last updated in 2003). The BFCG develops and maintains on-going programs that include citizen participation in all transportation related decisions.

Policy 11 - Livability

It is the policy of the BFCG to encourage transportation related decisions that maintain and enhance livability for all citizens and communities within Benton, Franklin, and Walla Walla counties.

Policy 12 - Aesthetics

It is the policy of the BFCG to support the protection and enhancement of aesthetic values associated with the transportation network in order to support the economic well being and livability for the region.

Policy 13 - Pedestrians and Bicycles

It is the policy of the BFCG to promote pedestrian and bicycle travel as

essential modes of transportation both within existing communities and new development and to provide opportunities for the safe and efficient use of pedestrian and bicycle facilities as a legitimate alternative to motorized travel and for improved health.

Policy 14 - Transit Element

It is the policy of the BFCG to 1) Support Ben Franklin Transit and Valley Transit and their goals and policies; 2) Promote a transit system which offers alternatives to the single occupancy vehicle; 3) Promote land use patterns that support the use of transit; and 4) Support WSDOT's efforts to reestablish intercity bus service between Walla Walla and the Tri-Cities.

Policy 15 - Streets and Highways

It is the policy of the BFCG to encourage a network of streets and highways that 1) Supports a balanced and efficient multi-modal transportation network; 2) Is accessible for a variety of users; 3) Meets the needs for safely moving people, goods, and services throughout the region; 4) Contributes to the livability of both urban and rural communities; and 5) Promotes tourism.

Policy 16 - Land Use & Urban Design Strategies

It is the policy of the BFCG to support integrated land uses and urban design strategies which create livable communities, compact urban development, and allow a multi-modal transportation system, including pedestrians, bicycles and transit, to operate efficiently while decreasing dependency on single occupancy vehicles and promoting health and fitness.

Policy 17 - Air/Waterways/Rail

It is the policy of the BFCG to encourage air and rail passenger facilities and services and river and rail freight facilities and services that enhance regional economic competitiveness.

Policy 18 - Freight Movement

It is the policy of the BFCG to encourage safe and efficient freight movement; support intermodal freight facilities; and ensure that any harmful effects of freight movement are mitigated with the users of the system.

Policy 19 – Intermodalism

It is the policy of the BFCG to encourage and maintain an accessible intermodal passenger and freight network with transportation hubs to facilitate access to urban, rural, and other destinations while maintaining an efficient and balanced transportation system.

Policy 20 - Regional Consistency and Certification

In compliance with the Growth Management Act (GMA) the BFCG certifies

the transportation elements of city and county comprehensive plans.

Goals and Policies

TR-1. GOAL: PROVIDE FOR AND MAINTAIN AN EFFECTIVE TRANSPORTATION SYSTEM CENTERED ON A CONVENIENT AND INTEGRATED STREET NETWORK.

TR-1-A Policy: Participate in the transportation related activities of the Benton-Franklin Council of Governments.

TR-1-B Policy: Work with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs including right-of-way acquisition.

TR-1-C Policy: Make transportation decisions consistent with the land use and objectives of this plan.

TR-1-D Policy: Minimize traffic conflicts on the arterial street system by minimizing the number and location of driveways.

TR-1-E Policy: Discourage cross city traffic and high speed vehicular movement on local access streets in single-family residential neighborhoods.

TR-1-F Policy: Provide inter-neighborhood travel connections for public safety as well as providing for transportation disbursement.

TR-1-G Policy: Develop an interconnected network of streets, trails and other public ways while preserving neighborhood identity.

TR-1-H Policy: Adopt and maintain a functional street classification system consistent with regional and state guidance.

TR-1-I Policy: Maintain level-of-service (LOS) “D” on all urban arterials.

TR-2. GOAL: ENCOURAGE EFFICIENT, ALTERNATE AND MULTI-MODAL TRANSPORTATION SYSTEMS.

TR-2-A Policy: maintain the multi-modal passenger terminal.

TR-2-B Policy: cooperate with the Transit Authority in programming transit routes, transit stops, and supporting facilities which optimize user acceptance.

TR-2-C Policy: encourage van/car pooling.

TR-2-D Policy: encourage greater use of bicycles and walking by providing safe and purposeful bicycle and pedestrian routes.

TR-2-E Policy: encourage park-and-ride lots for bicycles and/or automobiles.

TR-3. GOAL: BEAUTIFY THE MAJOR STREETS OF THE CITY.

TR-3-A Policy: incorporate extensive tree and landscape planting into all major arterial and collector streets as they are constructed.

TR-3-B Policy: institute retrofit projects that include significant landscaping on major arterial streets.

TR-4. GOAL: MAINTAIN A TRUCK ROUTE SYSTEM TO PROVIDE ACCESS TO COMMERCIAL AND INDUSTRIAL LAND USES AND REDUCE THE IMPACTS TO NEIGHBORHOODS AND LOCAL STREETS.

TR-3-A Policy: promote the safe and efficient movement of freight through the city.

TR-3-A Policy: support the development of facilities that are critical components of the movement of freight (e.g. roads and rail lines leading to the airport, port, planned industrial centers, rail transfer facilities, etc.).

Economic Development Element

Introduction

The Economic Development Element of the Pasco Comprehensive Plan is a companion to the *Comprehensive Economic Development Strategy (CEDS)* that is maintained by the Benton-Franklin Council of Governments. The Council is a regional government body charged with a number of activities including the coordination of local economic analysis and planning. The CEDS is updated periodically by the BFCG to address requirements of the Growth Management Act (GMA) and the U.S. Economic Development Administration. The CEDS provides information on trends, needs, problems and opportunities, and identifies strategies for implementing the goals in this Element. While the Economic Development Element is not required by the GMA and there is a lack of state funding, Pasco has initiated work on this important aspect of community growth and development.



Growth Management Mandate

The Economic Development Element is designed to comply with the following state GMA planning goals:

- *Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*

The state goals, in turn, led to the following Countywide Planning Policies (CPP) that provide specific guidance to the analysis and policies developed in this Element (note that only those policies or portions pertaining to economic development are included here):

POLICY No. 1

Policies to Implement RCW 36.70A.020. The Comprehensive Plans of Franklin County and each of its cities therein shall be prepared and adopted with the objective to facilitate economic prosperity by accommodating growth consistent with the following:

- 1. Urban Growth: Encourage development in urban areas where adequate public facilities exist or can be provided in a cost efficient manner.*
- 2. Avoid Sprawl: The inappropriate conversion of undeveloped land shall be avoided. Urban development shall be confined to appropriate areas within urban growth boundaries.*
- 3. Transportation: Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*
- 4. Property Rights: Private property rights shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.*
- 5. Permits: Applications for permits should be processed in a timely and fair manner to ensure predictability.*
- 6. Natural Resource Industries: Maintain and enhance natural resource based industries including: productive agriculture (cultivation and grazing), fisheries and mineral industries. Encourage the improvement of productive agricultural lands and discourage incompatible uses.*
- 7. Open Space and Recreation: Encourage the retention of useful open space and development of recreational opportunities, conserve critical fish and wildlife habitat, increase public access to natural resource lands and water, and develop parks.*
- 8. Environment: Protect the environment and enhance the region's high quality of life, including air and water quality, and the availability of water for all uses, including potable domestic requirements.*
- 9. Citizen Participation and Coordination: Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*
- 10. Public Facilities and Services: Ensure that those public facilities and services necessary to support development shall be adequate to serve development at the time the development is available for occupancy and use without decreasing current service levels below locally established*

minimum standards.

11. Historic Preservation: Identify and encourage the preservation of land sites and structures that have historical or archaeological significance.

12. Housing: Encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing and encourage preservation of existing housing stock.

13. Economic Development: Encourage economic development consistent with adopted comprehensive plans. Promote economic opportunity for all residents of the county, especially for unemployed and for disadvantaged persons and encourage growth in areas experiencing insufficient economic growth.

POLICY No. 8

Policies for county-wide economic development and employment: RCW 36.70A.210(3)g.

A) The comprehensive plan of the county and each city shall promote employment and economic opportunity for all citizens.

Goals and Policies

ED-1. GOAL: MAINTAIN ECONOMIC DEVELOPMENT AS AN IMPORTANT AND ONGOING CITY INITIATIVE

ED-1-A Policy: Provide a governmental atmosphere which is conducive to the development and expansion of business opportunities.

ED-1-B Policy: Continue efforts to attract and recruit new employers to the community with promotional efforts in cooperation with other Tri-Cities partners.

ED-1-C Policy: Support the promotion of Pasco's urban area as a good business environment by enhancing the infrastructure of the community.

ED-1-D Policy: Promote tourism and recreational opportunities.

ED-1-E Policy: Support and encourage the establishment of new and the sustainability of existing economic and business associations.

ED-2. GOAL: ASSURE APPROPRIATE LOCATION AND DESIGN OF COMMERCIAL AND INDUSTRIAL FACILITIES.

ED-2-A Policy: Maintain a strong working relationship with the Port of Pasco to further economic opportunities.

ED-2-B Policy: Encourage development of a wide range of commercial and industrial uses strategically located to support local and regional needs.

ED-3. GOAL: MAINTAIN DEVELOPMENT STANDARDS AND DESIGN GUIDELINES TO ENSURE THAT COMMERCIAL AND INDUSTRIAL DEVELOPMENTS ARE GOOD NEIGHBORS.

ED-3-A Policy: Enhance compatibility of commercial and industrial development with residential and mixed use neighborhoods through the use of landscaping, screening, and superior building design standards and guidelines.

ED-3-B Policy: Avoid excessive outdoor illumination and ostentatious identification of business activities.

ED-3-C Policy: Provide sufficient, accessible, and attractive off-street parking facilities.

ED-3-D Policy: Require existing commercial and industrial facilities to conform to city design and site amenity standards, when expansion and/or new facilities are proposed.

ED-3-E Policy: Use sufficient landscaping and appropriate screening as well as other methods to buffer less intensive uses from utilitarian parts of commercial and industrial facilities.

Implementation & Monitoring Element

Introduction

This plan element is intended to establish the procedural framework for linking the goals and policies of the other elements with supporting and related actions and initiatives such as development code updates; coordination with regional plans and programs; and regular assessment of the performance of the plan in guiding development to deliver the vision.

Growth Management Mandate

The *Implementation & Monitoring Element* functions as a “checklist” or tool for the city to use as it assesses the effectiveness of the plan to deliver the community vision. It uses all of the state GMA goals and the following Countywide Planning Policies (CPP) that provide specific guidance to the analysis and policies developed in this Element (note that only those policies or portions pertaining to land use are included here):

POLICY No. 1

Policies to Implement RCW 36.70A.020. The Comprehensive Plans of Franklin County and each of its cities therein shall be prepared and adopted with the objective to facilitate economic prosperity by accommodating growth consistent with the following:

*4. **Property Rights:** Private property rights shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.*

*5. **Permits:** Applications for permits should be processed in a timely and fair manner to ensure predictability.*

Policies for Governmental Cooperation

Policy 1. Coordinate with other governmental units in preparing development regulations.

Policy 2. Work with the Benton-Franklin council of Government's Growth management Committee to develop consistency among the various jurisdictions that are planning.

Policy 3. Work with other state agencies such as the Department of Natural

Resources and the Department of Fish and Wildlife when developing regulations, which would impact those agencies.

Policy 4. Work with the Office of Financial Management in siting essential public facilities of regional and statewide importance.

Policy 5. Participate with communities within the County in developing regulations that are consistent with each other and provide a smooth transition between rural areas and urban cities .

Policy 6. Develop compatible subdivision zoning regulations.

Goals and Policies

IM-1. GOAL: ENSURE CONSISTENCY AND CERTAINTY IN LAND USE PLANNING AND DEVELOPMENT.

IM-1-A Policy: Maintain codes, standards, and guidelines which are clear, concise and objective.

IM-1-B Policy: Strive for consistency and certainty through a predictable schedule of assessment and amendments on an annual basis rather than sporadically.

IM-1-C Policy: Maintain a common set of development standards for both the incorporated and unincorporated lands of the urban growth area, in cooperation with Franklin County.

IM-1-D Policy: Maintain a general land use map that clearly designates various land uses and densities consistent with the goals and policies of this plan.

IM-1-E Policy: Establish development project permit approval procedures that are well defined and consistent with regulatory criteria and standards.

IM-1-F Policy: Ensure realistic time-lines for action on applications.

IM-1-G Policy: Utilize administrative approval actions to expedite decision-making processes on development proposals.

IM-2. GOAL: ADVANCE THE CITY'S INFORMATION AND DECISION MAKING CAPACITY

IM-2-A Policy: Research the development patterns of the Pasco urban and urbanizing areas as this plan progresses through its 20 year life to determine if the goals, policies, and/or strategies need to be updated. The city should conduct a major review of the comprehensive plan every seven years and may make corrections and small adjustments to the plan each year.

IM-2-B Policy: The city has, and will continue to commission special studies in preparation for construction projects on its utility service and transportation facilities and systems. These special studies shall be consistent with the goals, policies, and proposals of this comprehensive plan.

IM-2-C Policy: Coordinate on-going data base management, mapping, and growth management assessments with Franklin County and the Benton-Franklin Council of Governments.

Appendix I

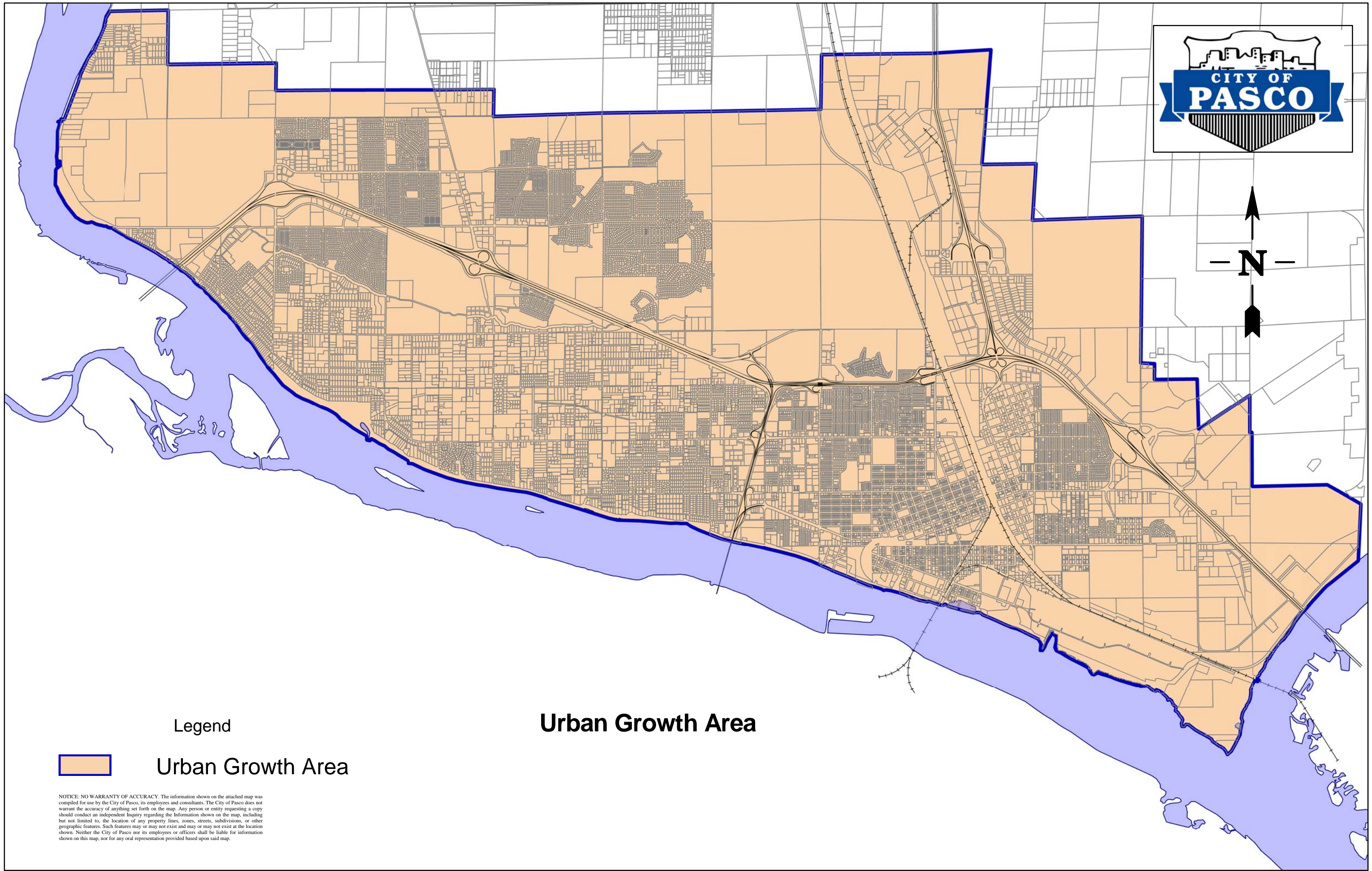
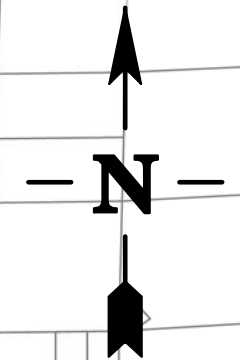
Maps

Appendix Contents

Map 1 Urban Growth Area Map

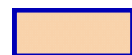
Map 2 Land Use Map

Map 3 Major Street Plan Map



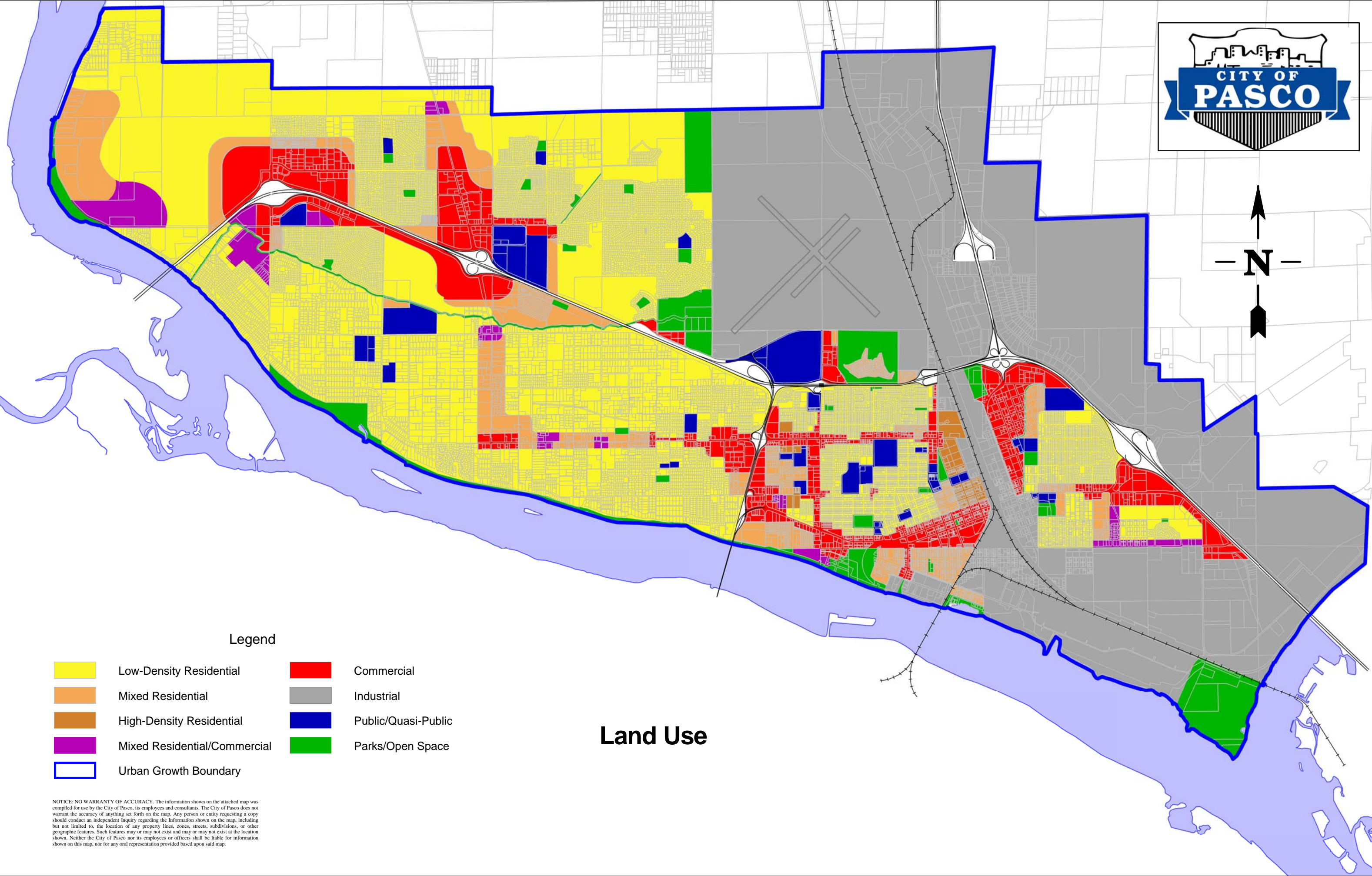
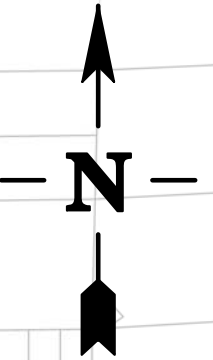
Legend

Urban Growth Area












Urban Growth Area

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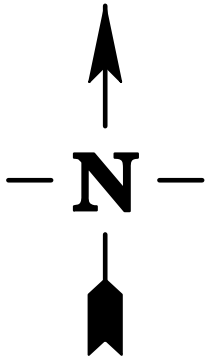


Legend






- | | | | |
|---|------------------------------|---|---------------------|
|  | Low-Density Residential |  | Commercial |
|  | Mixed Residential |  | Industrial |
|  | High-Density Residential |  | Public/Quasi-Public |
|  | Mixed Residential/Commercial |  | Parks/Open Space |
|  | Urban Growth Boundary | | |

Land Use

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Legend

- | | | | |
|---|---------------------|---|-----------------------|
|  | Principal Arterials |  | Future Interchange |
|  | Minor Arterials |  | Future Over/Underpass |
|  | Collector |  | Urban Growth Boundary |

Major Street Plan

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