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# **City of College Place Comprehensive Plan**



March 2008 (with 2014 amendments)

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# City of College Place

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# **SECTION I: Comprehensive Plan**

## **Introduction**

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# Introduction

## Structure of the Comprehensive Plan

The College Place Comprehensive Plan (the Plan) is composed of three basic parts: Introduction, Comprehensive Plan Elements (including Goals & Policies) and Appendices.

**Section I: Introduction** includes a description of the Plan's relationship to the Growth Management Act and how to use the Plan. How to amend the Plan and the public outreach and participation process that went into the development of the Plan are also included.

**Section II: Plan Elements** is comprised of the following elements:

- Land Use
- Housing
- Urban Design and Preservation
- Transportation/Circulation
- Parks and Open Space
- Capital Facilities
- Utilities

Each element begins with a general introduction and includes Goals and Policies.

**Section III: Comprehensive Plan Element Appendices** consists of the background information for the elements of the Plan including inventories, needs assessments and analysis. Also included in the Plan appendices are the results of the Community Vision survey and a copy of the Walla Walla County Countywide Planning Policies.

## Relationship to the Growth Management Act

The State of Washington adopted the Growth Management Act (GMA) in July of 1990. This legislation requires Comprehensive Plans to include a

number of specific elements, adoption of regulations to implement the plan, development of countywide planning policies to address issues of a regional nature, and establishes planning deadlines.

### **Consistency with State Goals**

The State's Growth Management Act sets out thirteen statutory goals. The development of Comprehensive Plans is guided by these overall goals. For a community's plan to be valid it must be consistent with these goals and the specific requirements of the act. Consistency, in this context, means that a plan must not conflict with the state statutory goals, countywide policies, and plans of adjacent jurisdictions.

The thirteen statutory goals identified in the state legislation are summarized 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;
5. Encourage economic development throughout the state;
6. Assure private property is not taken for public use without just compensation;
7. Encourage predictable and timely permit processing;
8. Maintain and enhance natural resource-based 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 the participation of citizens in the planning process;
12. Ensure adequate public facilities and services necessary to support development;
13. Identify and preserve lands and sites of historic and archaeological significance.

## **Consistency with Other Comprehensive Plans**

Walla Walla County adopted the Countywide Planning Policies in 1993 facilitating the planning coordination and serving as a guide to ensure that the cities and county comprehensive plans are consistent. In 2007 the county adopted the 10 year update of its Comprehensive Plan as required by GMA, including addressing land use and zoning consistency issues within the College Place Urban Growth Area.

The County's Comprehensive Plan Land Use Element adopts policies that reference the College Place Land Use designations and annexation policies. It is the City of College Place goal to be consistent with the County Wide Planning Policies and to plan and coordinate permitted land uses and development in the Urban Growth Area.

## **How to Use the Comprehensive Plan**

The Comprehensive Plan provides a recognized framework for making decisions about land use, housing, transportation, parks and open space, utilities, and capital facilities in the City. It is intended to aid a broad range of public and private users including City and County officials, community groups, builders, developers, other government agencies and citizens.

First, the plan is the framework or guide for plans and regulations that govern the location and intensity of land uses. The plan provides the basis for evaluating proposed changes in zoning, subdivision and other City regulations. It provides City officials with direction in developing detailed plans and reviewing private development proposals. It indicates to the public how likely the City would be to approve zoning or other changes that apply to a specific parcel.

Second, the plan provides the framework for decisions about public facilities and services (i.e. What type and where should these facilities be located to support projected growth). It is intended that the City, special districts, and state and federal agencies use the plan in preparing their functional plans.

Third, the plan is intended as a guide for City and County coordination, for preparation for interlocal agreements and as a basis for annexation proposals.

## **Amendments and Review**

This Comprehensive Plan is based upon the best available information. As years go by, better information or changing circumstances may require the change or amendment of this plan. Such information could be a revised sewer or water plan for instance. In any event, it likely that this plan, designed to guide the City of College Place to the year 2022, may need to be amended

before that time. Therefore, the following procedure shall be used to amend this Comprehensive Plan.

The Comprehensive Plan shall be reviewed once a year, unless there is an emergency, with the following procedure:

In January of each year, the City of College Place shall announce that proposed amendments to the Comprehensive Plan will be received for 30 days. Applicants will be expected to show cause as to why their proposed change should be made.

In February of each year, the City shall evaluate all proposed changes (including any changes which may be initiated by the City). If no amendments are received, the chairman of the Planning Commission shall so report to the mayor and City Council, and the annual review of the Comprehensive Plan shall be considered completed. The City may take as much as 60 days from the closing of the application period to complete the initial review of proposals. Environmental determination requirements may lengthen this period.

Applications for inclusion in the Urban Growth Area will be accepted based on the Walla Walla County schedule for opening applications. Population and buildable lands analysis or other limiting factors such as infrastructure capacity may impact the City's ability to accept applications for inclusion.

### **Amendments**

Petitions for amendment submitted by citizens or initiated by the city should clearly indicate:

1. Whether the proposed amendment meets the Goals and Policies of the Plan or the land use map.
2. The project or type of development the amendment is proposed to accomplish.
3. The public purpose or benefits that the amendment is designed to accomplish.
4. Where the proposed amendment is consistent or inconsistent with the policies of the Plan.
5. Whether amendments to other elements of the Plan will be required due to new demands.
6. The changes in circumstances that justify the proposed amendment.

7. The amendment is consistent with the Growth Management Act and Countywide Planning Policies.

Amendments to the Comprehensive Plan shall be adopted in accordance with RCW 35a.63.070 to 35a.63.073 as outlined below:

1. After preparing any amendment, modification, or alteration to the Comprehensive Plan, the Planning Commission shall hold at least one public hearing on the proposed amendment. Notice of the time, place, and purpose of such public hearing shall be published in the official newspaper of the City at least ten days prior to the date of the hearing. The hearing may be continued from time to time at the discretion of the Planning Commission, but no additional notices need be published.
2. Upon completion of the hearing or hearings on the proposed amendments to the Comprehensive Plan, the Planning Commission shall transmit a copy of its recommendation for the amendments to the Comprehensive Plan to the City council for further action.
3. Within sixty (60) days from its receipt of the recommendation of the Planning Commission for modification to the Comprehensive Plan, the City Council at a public hearing shall consider the same. The City Council shall vote to approve or disapprove or to modify and approve as modified the proposed modifications to the Comprehensive Plan, or shall refer it back to the Planning Commission for further proceedings, in which case the council shall specify the time within which the Planning Commission shall report back to the City Council its findings and recommendations on the matters referred to it.
4. The final form and content of the amendments to the Comprehensive Plan shall be determined by the City Council. Prior to final approval, the amended plan shall be submitted to the appropriate state and local agencies for a 60 day review. After that review, an affirmative vote of not less than a majority of the total members of the City Council shall be required for adoption of an ordinance to approve the amendments to the plan. The Comprehensive Plan as amended shall then be filed with the appropriate official and shall be available for public inspection.

The following procedure shall be followed in cases where a Plan amendment is required for Urban Growth Expansion:

1. In conjunction with the county review of the population and employment projections, and the urban growth area, the City shall conduct a complete review of its Comprehensive Plan at least every 5 years or as required by legislative action.

2. Upon notification by Walla Walla County that applications for UGA expansions will be accepted, the City of College Place will open an application period for 30 days. This may or may not correspond with the annual amendment process.
3. The applicant will have the burden of proof for justifying the application for inclusion.
4. All applications will be submitted to the Planning Commission for public hearing. The public hearing notifications will follow City procedures for notification.
5. The Planning Commission will forward their recommendation to the City Council for Public Hearing and action. If an application is denied by the Planning Commission, that application does not move on to hearing before the City Council.
6. The City Council will then hold a public hearing on the applications received from the Planning Commission. The Council may approve, deny or remand for additional information any application.
7. After approval of any proposed UGA expansions, including findings of fact, the recommended expansion applications are forwarded to Walla Walla County for action. Any cost associated with County applications will be borne by the individual applicant.

## **Public Outreach & Participation**

In 2007, the City of College Place contracted with Walla Walla County GIS Department to update land use and buildable lands data and maps. That information assisted the City in determining the areas in need of an update to the 2003 Comprehensive Plan.

As part of the 2007 update, the City initiated a Public Participation program for the Comprehensive Plan update consisting of community surveys, workshops and open houses. The Planning Commission was the primary body participating in the preparation of the Plan with input from City staff. Follow up questionnaires to the 2002 worksheet were distributed at the open houses and through the monthly newsletter mailings to 2,407 households and posted on the website. No new direction was indicated by the public from previous surveys and visioning.

### **Community Vision Worksheet**

In March of 2002 a community vision worksheet was mailed to 2,100 households within the City as well as posted on the City's web site. 114 completed worksheets (about 5 percent of those distributed) were returned.

The Community Vision Worksheet listed overarching community values and goals found in the City's 1995 Comprehensive Plan and asked the respondents to indicate whether they strongly agreed, agreed, were neutral, disagreed or strongly disagreed with these values and goals. The following reasons for families wanting to live in College Place were validated by the responses:

- Small Town Atmosphere
- Educational opportunities
- Near family and friends
- Slow pace of life

The following goals were also identified as important to the citizens of College Place:

- Promote business and light industry
- Protect our present lifestyle
- Protect our natural environment
- Find out what citizens want and need
- Plan for controlled growth
- Develop new business district

(see Appendix PPA-1 for a detailed report of the Community Vision Survey results)

### **Citizen Advisory Committees**

### **Open Houses**

The City held three open houses during July 2007 to present to the public the issues identified to date, and collect community feedback. Additional workshops were held in October and November before Planning Commission and City Council.

### **Public Hearings**

Public hearings were held on in November before the Planning Commission and City Council. No additional public testimony was received during either hearing.

The City's previous public participation programs are summarized in Appendix PPA-1.

## Public Participation Goals and Policies

**Goal PP-1** Continue to involve residents in the City's decision making process on planning and community development issues

**Policy PP-1A** Provide for early and continuous involvement of the public in community development decisions.

**Policy PP-1B** Make maximum use of the State Environmental Policy Act (SEPA) public participation process, where applicable, as a means to ensure the public is involved in planning issues.

**Policy PP-1C** Utilize the City's website and monthly newsletter to publicize meetings and hearings, and include residents living in the designated Urban Growth Areas in the City's mailing list.

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# **SECTION II: Comprehensive Plan Elements**

## **Goals & Policies**

*Land Use*

*Housing*

*Urban Design & Preservation*

*Transportation*

*Parks & Open Space*

*Capital Facilities*

*Utilities*

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# Land Use Element

## Introduction

### Purpose and Relationship to GMA

This Land Use Element provides the policy basis for directing the City of College Place's spatial growth in order to accommodate the mix of land uses necessary for urban activities.

The Land Use Element is maintained in accordance with the Growth Management Act (RCW 36.70A.070) to direct land use decisions, including any potential annexations that may be proposed within the Urban Growth Area over the next 20 years.

This Element is consistent with the Walla Walla County Countywide Planning Policies and with all other elements of the Comprehensive Plan. The Countywide Planning Policies direct jurisdictions within the County to focus growth in the cities and within the Urban Growth Area, plan for 20 year population growth and limit growth where services are not yet available (a copy of the Walla Walla County-wide Planning Policies is located in the Appendix).

### Organization of the Element

This Land Use Element contains the goals and policies necessary to support the City's responsibility for managing land resources and guiding development through the implementing regulations, guidelines and standards. The Land Use Element is closely linked to the other elements of the Plan.

The Appendix to this Land Use Element contains the data and analysis that are used to describe the physical characteristics of the City and to define and explain the basis for the following goals and policies.

## Goals & Policies

**GOAL LU-1** The goal of College Place is to make efficient use of existing and planned public investment (utilities, roads, services, etc.) and reduce public uncertainties regarding annexation and infrastructure development.

**Policy LU-1A** The Urban Growth Boundary should be based upon the locational criteria established in the Land Use Appendix.

**Policy LU-1B** The Urban Growth Boundary should only be expanded when the area within the boundary is substantially developed and the City has identified a need, either residential, commercial, light industrial or public and has sewer and water capacity to accommodate new growth.

**Policy LU-1C** The City should execute an interlocal agreement with Walla Walla County containing provisions for:

- a. Joint review of development proposals to ensure that potential annexation areas develop according to the Comprehensive Plan and/or other development standards created by College Place.

Minimum zoning requirements, development standards, impact mitigation mechanisms, joint transportation standards and providing for the future annexation of the identified urban growth area.

**Policy LU-1D** The Urban Growth Boundary should not be considered as an instrument to force annexations, but rather to identify those areas that are eligible for annexation should the property owners wish to be part of College Place.

**Policy LU-1E** The City should annex and provide urban services on a priority basis to those areas immediately adjacent to the City boundary where available services can most easily and economically be extended.

**Goal LU-2** To encourage all types and modes of conservation in order to preserve the agricultural economy and land outside the Urban Growth Area while maintaining the character by emphasizing urban growth within the UGA.

**Policy LU-2A** The City should establish an on-going joint planning and review process with Walla Walla County and the City of Walla Walla for those lands surrounding the City's urban growth boundary.

**Policy LU-2B** The City recognizes a periodic need for the systematic and planned expansion of urban land uses. In cases where agricultural land must be converted to non-farm uses, the land should have marginal productivity and not possess prime or unique soils as identified by the Soil Conservation Service.

**Policy LU-2C** Encourage a "right-to-farm" approach to preserving agricultural land such that the Cities and County recognize that the agricultural lands enjoy historical and prescriptive rights to normal farm practices regardless of adjacent land uses.

**Policy LU-2D** Reduce the pressures to convert agricultural land to non-farm uses by encouraging the efficient use of lands within the City and the Urban Growth Area through implementation of appropriate development regulations.

**Policy LU-2E** Encourage traditional and non-traditional agricultural activities to retain the existing productivity of agricultural lands around the City.

**Policy LU-2F** Encourage the continued development and expansion in the urban area of agricultural service industries and activities such as, but not limited to, agricultural implements, agricultural chemicals, warehousing and marketing.

**Goal LU-3** Continue to ensure that the environmental and economic impacts of growth are considered in the land use decision-making process.

**Policy LU-3A** Ensure that a high environmental quality is maintained in College Place by incorporating appropriate development standards in regulations and continuing to use the State Environmental Policy Act (SEPA) in the decision-making process.

**Policy LU-3B** Ensure that appropriate consideration is given to economic values and development by incorporating an active program for expansion of these uses in the decision-making process and by cooperation with the Port District in economic development endeavors.

**Policy LU-3C** Promote the reduction in greenhouse gas emissions by focusing and concentrating development to existing urban areas.

#### **Overall Residential Goal**

Establish a range of residential densities which reflect the type of housing that ensures housing is available to all economic segments of the community.

**GOAL LU-4:** Establish residential densities that reflect the needs of the residents in the City of College Place while providing the citizens with effective, economical public services.

**Policy LU-4A** Recognize the density and character of surrounding development when making development decision.

**Policy LU-4B** Recognize the capabilities and limitations of present and future public services when considering development proposals.

**Policy LU-4C** Within the City it is recognized that higher densities can be allowed to more efficiently utilize the land and conserve natural resources through less costly utilities (roads, public facilities and services, etc.)

**Policy LU-4D** To achieve more efficient land use in the central area of the City and the Urban Growth Area, the zoning code should reflect the need for higher densities, reduced setbacks, smaller minimum lot sizes, etc.

**Policy LU-4E** The City of College Place will provide services (water, sewer, urban growth, police and fire protection, etc.) in a phased, planned manner in the future.

**Policy LU-4F** Encourage substantial completion of the development and infill of existing neighborhoods to minimize the extent of undeveloped area between existing and new residential areas.

**Goal LU-5 Multiple Family** Encourage a range of types of multiple family structures to ensure a continued choice in housing opportunities.

**Policy LU-5A** High density residential areas should be located in the vicinity of existing high density residential areas, institutions, shopping areas, and major transportation routes.

**Policy LU-5B** Allow small congregate care centers and group homes in the community so as to provide decentralized housing facilities rather than large centralized institutions.

**Policy LU-5C** Allow for the location of apartments above commercial uses along College Avenue.

**Policy LU-5D** Continue to provide for locations for mobile home parks within multiple family zoning districts.

**Goal LU-6** Encourage the use of solar access rights, energy easements and energy management concepts for future home use.

**Policy LU-6A** Provide encouragement for the use and protection of solar access and energy rights by easements and management concepts.

**Goal LU-7** The City recognizes the need to beautify existing and proposed residential areas.

**Policy LU-7A** Require residential development proposals to be consistent with the objectives and policies set forth in the Urban Design and Preservation chapter of this Plan.

**Policy LU-7B** Establish standards for development to assure the City's objectives and policies are implemented.

**Policy LU-7C** Encourage neighborhoods to work together, possibly forming Local Improvement Districts (LID's) to improve roads, sidewalks, landscaping, underground utilities, etc.

**Policy LU-7D** Develop and establish programs for the timely underground placement of all utilities in residential areas (except major distribution feeders). The program should be realistically modeled to fit the financial and physical capabilities of the residents and of the power companies.

**Goal LU-8** In residential areas, make pedestrian and vehicular traffic as safe as possible.

**Policy LU-8A** Develop and enforce programs that will prevent encroachment by trees, shrubs and fences onto the public right-of-way. (This does not include planting of trees/shrubs in designated planting strips.) Provide an on-going public relations program to inform the citizens of the City of College Place of the policies governing vegetation encroachment and safety features.

**Policy LU-8B** Encourage the installation of safety zones, sidewalks, crosswalks, lighting, parking regulations, etc., and other safety features to protect the public and pedestrian and vehicular traffic.

**GOAL LU-9** Encourage innovative and creative site planning, construction and remodeling methods that promote efficient energy use and which are consistent with the goals and policies of the Comprehensive Plan.

**Policy LU-9A** The City should encourage the use of "Planned Unit Developments", single and multi-family developments, and mobile home parks all with related green strips and open spaces within.

**Overall Commercial Goal**

Work in a partnership with the business community and the public in making the City of College Place a desirable location for commercial development, by providing sufficient land areas in a variety of sites to diversify and improve commercial activities which serve the needs of College Place citizens.

**Goal LU-10** Promote commercial activities that are consistent with community values as identified in the Comprehensive Plan and strive to assure greater diversification of employment opportunities and a vital and diverse tax base.

**Policy LU-10A** The design of commercial facilities shall reflect the character of College Place and provide a sense of place with appropriate scale and well-designed landscaping, parking, transit, vehicular and pedestrian access.

**Policy LU-10B** All negative impacts and/or costs associated with new commercial development must be mitigated and/or equitably defrayed by the developer.

**Policy LU-10C** Encourage the maintenance of a commercial property inventory in cooperation with the Port District and update the inventory on a regular basis.

**Goal LU-11** Encourage groupings of compatible commercial activities which serve their respective market areas.

**Policy LU-11A** Enforce the zoning code to ensure the grouping of compatible commercial activities, which provide adequate parking, attractive landscaping, and good access, both pedestrian and vehicular, to their respective trading publics.

**Policy LU-11B** Maintain the integrity of commercial areas by prohibiting the intrusion of incompatible, non-commercial uses, except allowing for a mix of commercial, residential and public uses in the College Avenue Commercial District.

**Goal LU-12** Commercial districts should be accessible to both vehicular and pedestrian traffic while providing adequate parking which is convenient to the people that it serves.

**Policy LU-12A** Continue to work with Valley Transit to designate bus routes which will serve College Place businesses and shoppers.

**Goal LU-13 College Avenue Commercial District**

Develop a commercial district reminiscent of a small town “main street” serving the University and citizens of College Place with a mix of uses including commercial, offices, banking, public facilities and other specialty retail uses, with residences above, consistent with a pleasant pedestrian environment.

**Policy LU-13A** Initiate a concerted effort to renovate, upgrade and refurbish, structures in the process of redevelopment of the College Avenue Commercial District.

**Policy LU-13B** Survey and inventory commercial structures.

**Policy LU-13C** Develop rehabilitation programs by which tenants/property owners can receive technical and policy direction as well as assistance in locating financial aid while rehabilitating, remodeling and upgrading their business consistent with the plan.

**Goal LU-14** Encourage the development of existing, new or remodeled facilities to complement each other and the adjacent areas in order to provide a visually pleasing area in which to work and shop.

**Policy LU-14A** Improve the appearance of the commercial district by recognizing that the City is responsible for guiding the visual quality of the district. This can be achieved in developing programs for landscaping (shade and seasonal color); street fixtures, benches, pedestrian scale lighting, public restrooms, and aesthetic considerations of the street and stores, and by working with businesses to develop a workable sign code.

**Policy LU-14B** Develop a program for the timely underground placement of the present overhead utilities in the College Avenue Commercial District (except for major distribution feeders).

**Policy LU-14C** Support sidewalk commercial activities where they will not interfere with pedestrian and vehicular movements.

**Goal LU-15** Increase the amount of pedestrian activity along College Avenue and increase accessibility.

**Policy LU-15A** Improve the sidewalks to assure greater ease of pedestrian circulation through widening, removal of obstacles and increasing space at storefronts or uses with outdoor activities (eating, sidewalk related displays, etc.)

**Policy LU-15B** Make the commercial district more accessible through improvements in the circulation, through and around the commercial district.

**Policy LU-15C** Consider the implementation of a no parking area along College Avenue from 4<sup>th</sup> & College to Whitman & College to improve visibility and pedestrian safety through Walla Walla University campus. Additional off-street parking would need to compensate for the loss of on street parking.

**Goal LU-16 Rose St./Whitman Dr/Myra Rd Commercial District**

Recognizing that the Blue Mountain Mall has been developed in the City of Walla Walla and Home Depot in the City of College Place along this corridor, it is the intent of the City of College Place to encourage regional commercial facilities to locate along the west side of Myra Road.

**Policy LU-16A** Such facilities should be located so as to provide convenient, safe ingress and egress to and from the parking area.

**Policy LU-16B** New facilities should be located with reasonable consolidated access from arterial or collector streets.

**Policy LU-16C** They should provide enough land for integrated development of vehicular circulation, off street parking, and pedestrian connections to transit and between facilities.

**Goal LU-17** Commercial developments should respect adjacent residential areas and mitigate impacts.

**Policy LU-17A** Enforce the zoning code language to ensure compatible setbacks with buffers from commercial areas adjacent to residential areas.

**Policy LU-17B** The parking should be arranged and improved so that noise, exhaust fumes, and light from automobiles and structures do not create a nuisance to abutting residential properties.

**Policy LU-17C** Enforce the zoning code language to ensure buffering of commercial areas from residential areas with attractive landscaping.

**Goal LU-18 Commercial District with Access Near SR-125**

Recognizing that College Place has the potential to serve a substantial population outside the City to the south and east, it encourages the development of a commercial district near SR-125.

**Policy LU-18A** Such centers should be located at the intersection of major arterials near highway interchanges where good access is provided. These centers should provide adequate city access roads with high capacity (turning movements) and design quality (landscaping, signing, lighting) as well as interior roads with controlled points of access to prevent congestion on major streets.

**Policy LU-18B** They should provide adequate landscaped parking including trees for shading, as well as good delivery and access to commercial buildings without creating internal traffic problems.

**Policy LU-18C** Such centers should be located on sites which are sufficient in size to serve all of their trade area.

**Policy LU-18D** Centers should provide adequate pedestrian access and walkways throughout the development which provide safety and convenience to the shopping public and connects to city-wide transit systems.

**Policy LU-18E** Natural features such as streams should be enhanced with landscaping and incorporated into the site plan as an amenity.

**Policy LU-18F** Impacts of the development such as noise, lighting glare, visual intrusion on adjacent neighborhoods should be mitigated

**Goal LU-19 Industrial Overall Goal**

To provide sufficient incentives and land for the compatible and planned growth of the College Place area which promotes a diversity of industrial uses, while continuing to protect the human and natural environment.

**Policy LU-19A** Designate sufficient land area with potential for general commercial and industrial use in appropriate locations in order to encourage additions to the regional tax base and employment pool.

**Policy LU-19B** Provide large enough areas of land to serve the long term needs of the community. This will include taking into consideration the many types of industrial uses and their differing requirements for land area and services.

**Policy LU-19C** Locate industrial uses near truck access and within reasonable proximity to existing utilities and other public services to make development feasible.

**Policy LU-19D** Support capital improvement programs to improve utilities, services, and facilities for industrial parks and encourage the formation of public corporations for the use of industrial revenue bonds (regular and/or tax exempt).

**GOAL LU-20** Encourage the development of compatible commercial and industrial uses within industrial districts in order to protect residential and retail shopping districts and to provide for protection of industrial lands from sprawl and intrusion of non-compatible uses.

**Policy LU-20A** Encourage industries meeting reasonable criteria to locate in College Place.

**Policy LU-20B** Provide for the location of industrial activities compatible with the urbanizable area of College Place while at the same time preventing industrial sprawl.

**Policy LU-20C** Promote the use of planned-unit-development concepts in the designs of industrial parks.

**Policy LU-20D** Separate residential districts from industrial and commercial uses by careful design of the transportation network and by proper screening, landscaping, open space, and green space buffers.

**Policy LU-20E** Enforce specific zoning code performance standards designed to control the following: emission of noise, vibration, noxious and hazardous odors, smoke, dust, radioactivity, and pollutants; circulation patterns; off-street parking, loading and service facilities; protection of solar, clean air, water and natural resources; other applicable standards; and green space within industrial districts.

**Policy LU-20F** The economic, social and environmental impacts associated with new industrial development should be evaluated under the State Environmental Policy Act. Negative impacts must be avoided or mitigated satisfactorily and associated costs equitable defrayed by the developer.

**Goal LU-21** Protect groundwater, provide for stormwater runoff, and protect critical areas.

**Policy LU-21A** The City will develop and implement necessary regulations and guidelines to maximize protection of groundwaters, efficient disposal of runoff, and to assure developments will have a minimal impact on critical areas.

**Goal LU-22** Prevents encroachment of incompatible land uses and densities to Martin Airfield in order to preserve the State's valuable aviation system while protecting the health, safety and welfare of the surrounding community.

**Policy LU-22A** Coordinate with the Washington State Department of Transportation Aviation Division, Martin Airfield owner, the County and surrounding property owners to develop an airport overlay zone that will prevent development of height hazards, mitigate noise impacts and prohibit development of uses that would encourage large concentrations of people such as churches, schools and hospitals.

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# Housing Element

## Introduction

### Purpose and Relationship to GMA

This Housing Element has been developed in accordance with the Growth Management Act (GMA) to address the current and future housing needs of the City of College Place. Specifically, the Act requires that the Housing Element identify sufficient land for housing including, government assisted housing, housing for low-income families, manufactured housing, multi-family housing, and group home and foster care facilities.

This Element has also been developed consistent with the Walla Walla County Countywide Planning Policies and has been coordinated with the other elements of the Plan.

### Organization of the Element

The Housing Element contains the goals and policies necessary to support City actions that influence the preservation and development of housing. The Element is closely linked to the Land Use Element, which prescribes related goals and policies for residential land densities.

## Goals and Policies

**GOAL HO-1** Provide a variety of housing opportunities in a diversity of housing types by preserving and developing housing throughout the City to meet the needs of all economic segments of the community and investigate sources of outside funding for use by public or private agencies for the establishment of public housing should it be determined that any housing problems are not being adequately addressed by the private sector.

**Policy HO-1A** The City shall encourage the maintenance and rehabilitation of the existing housing stock within the City.

**Policy HO-1B** The City shall review its development regulations to ensure that multiple development strategies exist for achieving housing diversity such as, but not limited to, small lot single family residences, small scale multiple family housing such as duplexes and four-plexes, mixed residential developments, clustered units, etc., to encourage a broader range of housing choices.

**Policy HO-1C** Allow for accessory dwelling units on single family lots as a means to increase the supply and diversity of housing opportunities.

**Policy HO-1D** Provide incentives and work in partnership with not-for-profit and for-profit developers and agencies to build permanent low and moderate income housing.

**Policy HO-1E** Provide for the inclusion of low and moderate income housing units into larger scale residential developments.

**Policy HO-1F** Establish a housing monitoring program in cooperation with Walla Walla City and Walla Walla County to track the type and quantity of residential development.

**Policy HO-1G** The City recognizes that, given the college population and economic make-up of the community, multiple family housing will continue to be in demand for the foreseeable future. To ensure continued availability of land zoned for multiple family use, the City should limit the development of single family units or subdivisions on these lands and establish zoning regulations that provide for smaller single family units lands and establish zoning regulations that provide for smaller single family units and flexible zoning standards.

**Policy HO-1H** Encourage and support social and health service organizations which offer support programs for those with special needs, particularly those programs that help people remain in the community.

**Policy HO-1I** Coordinate with State and regional health care and housing programs and promote development of institutional and financial mechanisms to provide for affordable housing.

**Policy HO-1J** The City of College Place shall continue to coordinate with Walla Walla County and the City of Walla Walla to address area-wide housing issues.

# Urban Design & Preservation Element

## Introduction

This Urban Design & Preservation Element provides the policy basis for directing the physical appearance of the City. Just as the Land Use Element of the Plan guides physical development to promote an orderly and efficient pattern of land use, Urban Design speaks to those conditions which are necessary to ensure a visually attractive and pleasant place to live, learn, work, shop and play.

One aspect of urban design is recognizing the importance of the role City streets have in defining the character of different parts of town, in the way they act as landmarks and boundaries, and in providing a pedestrian scale and atmosphere. Designating key streets for special design treatment and/or landscaping emphasis can help encourage and maintain the visual quality of the community.

Another feature is a City's 'entrances'. These are the points where people physically cross into the City and usually correspond to a major street intersection. Special emphasis, such as signage and landscaping, provide a means to 'greet' people into the City and let them know that they have 'arrived'. College Avenue is an area of the city that would benefit from an entry treatment at key intersections.

A central feature of an urban design approach to city planning is the preservation of those features of the community that contribute to its character. One of the functions of a city such as College Place is to provide a strong link with the past as well as to look toward the future. The City has many significant buildings on the site of Walla Walla University, along College Avenue, as well as numerous residential structures from the late 1800s and Bungalows built in the 1910s and 1920s. There should not only be the preservation of important historic sites and buildings, but also the compatible renewing of the city as it continues to change and grow.

The purpose of preservation is to recognize and retain buildings, groups of buildings, landmarks, spaces, gardens and landscaping which represent the

history of College Place, the qualities and initiative of its citizens and contribute to College Place's diverse character and unique image.

The factors which should be considered in conservation of the buildings are:

- Restrict demolition until a development permit is approved.
- Review of significant new construction to assure compatibility.
- Limitations to external and possible internal changes to features and character.
- Use of the building: is the continuation of the original or present use necessary for the integrity of the building's character?
- Context: what aspects of the surroundings (landscaping, nearby structures, etc.) are crucial to the character of the building? Are there trees, shrubs, etc., which should be preserved? Will changes in the character, scale and massing of nearby structures affect the structure?

## College Avenue

College Avenue has been identified by the City of College Place as a key street for special design treatment and landscaping emphasis. It should have a high level of amenity with benches, landscaping, trees and decorative lighting conducive to retaining the pedestrian environment. Utility lines should be placed underground. Employee and resident parking should be placed behind the structures off the street, allowing shoppers to use convenient on-street parking. The development pattern of the street should be small scale (one and two story buildings) with generally continuous store fronts with offices or residential units above. The buildings should be set close to the sidewalk and have inviting entries and display windows (See Figure UD-1 to see how College Ave. might look if the vision described above is implemented).

## Goals & Policies

### **OVERALL URBAN DESIGN GOAL**

Promote a comfortable and pleasant environment to which all people can relate and which conveys a positive aesthetic impression of the City and defines its character.

**GOAL UD-1** The City and its residents should strive to enhance the visual quality of the City, particularly along College Avenue.

**Policy UD-1A** Develop specific programs and regulations for dealing with the visual quality of the City. At a minimum these should include the following:

- a. Park Plan
- b. Street Tree Program
- c. Design Review Process
- d. Landscaping Standards
- e. Sign Code

The City should also review existing development regulations for consistency with this element of the Plan.

**Policy UD-1B** Form a College Avenue Association consisting of business owners, property owners and City representatives to:

- a. Develop design standards for future development along College Ave. that will contribute to the overall visual quality of the street.
- b. Look into implementing a Main Street Program sponsored by the National Trust for Historic Preservation.

**Policy UD-1C** Encourage the public to use qualified professionals in the designing of structures and developments.

**Policy UD-1D** Conduct a visual survey and analysis of the existing environment to determine the strategic points within the City of College Place which should be targets of improved urban design treatment. The survey should contain such things as:

- a. Significant natural features and topography;
- b. View corridors;
- c. Significant buildings;
- d. Street landscaping;
- e. Pedestrian facilities.

**Policy UD-1E** Enhance the major entries to the City and to College Avenue with landscaping, special lighting and attractive City entrance signs.

**Policy UD-1F** Coordinate with the private sector and with neighborhood groups to carry out civic improvements such as hanging plant baskets and planters along College Ave.

**OVERALL PRESERVATION GOAL**

Conserve historic resources which provide a continuity with the past and ensure that present and future citizens are provided with adequate housing and a pleasant living environment.

**GOAL P-1:** Encourage the retention and re-use of buildings with historic value.

**Policy P-1A** Prepare an inventory of historic buildings and sites and officially recognize them.

**Policy P-1B** Include language in the zoning code to address historic sites illustrating the historic importance of the site to the City and area.

**GOAL P-2:** Actively promote and support public and private rehabilitation programs throughout the City, thereby reversing neighborhood deterioration and improving conditions to a point when voluntary private reinvestment takes place.

**Policy P-2A:** Encourage the demolition of dilapidated buildings which do not have historic significance.

**Policy P-2B:** Seek to provide public funds through application of Community Development Block Grants or other similar funds when available.

**Policy P-2C:** Initiate and/or participate in programs sponsored by other public agencies for minor and major home repairs and energy conservation improvements.

**Policy P-2D:** Encourage the retention of structures identified as having historic significance which are still in sound condition or can be rehabilitated.



**Figure UD-1**

**College Avenue Vision**

*(looking north on College Ave just South of the 4<sup>th</sup> St. ii*



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# Transportation Element

## Introduction

### Purpose

The purpose of the Transportation Element is to establish goals and policies that will guide the development of transportation facilities and services in College Place in a manner consistent with the overall goals of the Comprehensive Plan. The Transportation Element addresses street network and design, street classification, level of service, transit facilities and service, pedestrian and bicycle needs, and facility improvements needed to support future travel needs and potential funding strategies.

### Walla Walla County Countywide Planning Policies

As one of the jurisdictions in Walla Walla County, College Place's Transportation Element must be consistent with the Walla Walla County Countywide Planning Policies. In general, the Countywide Planning Policies directs state, regional, county and local cities to coordinate effectively when planning transportation improvements.

## Goals & Policies

### Overall Transportation Goal

**Goal TR-1** To provide a safe and efficient transportation and circulation system that addresses the needs of College Place residents, promotes and supports the desired land use pattern, and is concurrent with new growth.

**Policy TR-1A** The City of College Place shall make every effort to provide all segments of the population with safe and convenient access from their homes to places of employment and to public facilities and services.

**Policy TR-1B** Strive to plan, construct and maintain transportation facilities in such a manner as to promote positive social, economic and environmental effects.

**Policy TR-1C** Foster cooperation between the city and regional and state transportation agencies.

**Policy TR-1D** Participate in the Walla Walla Valley Metropolitan Planning Organization to assure consistent transportation planning throughout the region and that local needs are reflected in the regional plan.

a. Adopt by reference the latest approved Long Term Arterial Plan for the Walla Walla County Urban Area.

**Policy TR-1E** Strive to provide alternative transportation systems, both vehicular and non-vehicular, including but not limited to public transit, bicycle routes, and pedestrian walkways.

**Policy TR-1F** Enforce adequate standards for new streets and upgrade existing streets.

- a. Encourage Local Improvement Districts (LIDs) to fund the improvement of existing sub-standard streets to appropriate urban standards, including the provision of sidewalks and right-of-way widths to include bicycles where appropriate, with costs repaid through local tax assessment.
- b. Require mitigation and developer participation in street upgrades or new streets for impacts created by development.

**Policy TR-1G:** Foster cooperation between the County, City of Walla Walla; Port of Walla Walla, and Valley Transit in all transportation planning.

**Policy TR-1H:** Encourage standardization of street and transportation standards with the City of Walla Walla and the County of Walla Walla.

**Policy TR-1I:** Develop “equity contribution” mechanisms for accepting and coordinating development contributions in lieu of improvements towards funding circulation and pedestrian infrastructure.

**Policy TR-1J:** Assess opportunities and strategies for reducing transportation demand (transportation demand management) and incorporate them within zoning, planning and development action, decisions, and requirements when feasible.

## **Circulation System**

**GOAL TR-2** Maintain a current street system plan for the City and Urban Growth Area that is consistent with the Land Use Element and meets the circulation needs of the City's residents and businesses.

**Policy TR-2A** To the extent feasible continue the grid system of streets and blocks in new developments. For neighborhood streets, the design should be oriented toward neighborhood continuity and stability.

**Policy TR-2B** Require new major traffic generators such as secondary schools, institutions of higher learning, churches, shopping and industrial areas to locate on or near arterials.

**Policy TR-2C** Establish appropriate truck routes that are clearly signed to serve existing and future commercial and industrial areas.

**Policy TR-2D** Require off-street parking and loading areas in new commercial and industrial developments.

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

**Policy TR-2E** Coordinate with the State Department of Transportation in the review of development requests adjacent to or impacting SR-125.

- a. Consider providing a sound barrier/wall between the highway and adjacent residential uses as a means to minimize highway impacts.
- b. Continue to pursue an intersection with WA ST DOT on SR 125 for Commercial Drive located midway between Meadowbrook Blvd. and Myra Rd.

**Policy TR-2F** Recognize Myra as a future connector between SR-125 and SR-12.

- a. Require that future subdivisions be designed so that there is a minimum of local streets intersecting Myra.
- b. Ensure that future subdivisions have alternate lot access and front on interior streets, rather than Myra.
- c. Provide for reasonable commercial property access to Myra Road where mitigations supported by transportation impact studies will minimize impacts to traffic flow on Myra Road.
- d. Cooperate with the County and City of Walla Walla in the planning and development of Myra Road and ensure the fair and equitable treatment of all parties.

**Policy TR-2G** Access onto arterial streets shall be controlled in the following manner:

- a. Controlled access to commercial and industrial uses on arterials.
- b. Direct lot access to principal arterials in residential areas shall be prohibited.
- c. Provide for limited access to minor arterials.

**Policy TR-2H** Development of new neighborhood streets shall be consistent with the following:

- a. Collector streets within individual subdivisions should be designed to collect and distribute traffic from neighborhood streets to arterials.
- b. Neighborhood streets should be designed in such a manner so as to discourage through traffic while maintaining connectivity between neighborhoods.

**Policy TR-2I** The City adopts an LOS standard of “**D**” for all roadway segments, an LOS of “**D**” for all signalized intersections and a LOS “**D**” for the critical movement of all non-signalized intersections.

**Policy TR-2J:** Recognize the extension of SW 12<sup>th</sup> Street to the west as essential to the long term arterial plan of the community.

**Policy TR-2K:** Recognize SW 4<sup>th</sup> Street and SW Davis as key elements to the utility and transportation infrastructure on the west side of the City.

**Policy TR-2L:** Locate elementary school facilities so as to limit pedestrian and arterial traffic conflicts.

**Policy TR-2M:** Identify and implement north-south transportation corridors as part of development requirements for westernmost portions of the city to connect to Highway 125.

**Policy TR-2N:** Identify and implement alternative north-south transportation routes to relieve reliance on College Avenue.

**Policy TR-3N:** Recognize the “C” Street/Larch Avenue and 12<sup>th</sup> Street/Larch Avenue intersections as significant intersections with potential for improved traffic flow.

### **Pedestrians & Bicycles**

**GOAL TR- 3** Establish a system of bicycle and pedestrian trails and routes that link neighborhoods and public facilities and that enhance the walking and bicycling experience.

**Policy TR-3A** Determine where bicycle and pedestrian routes should be designated and encourage their construction and use.

**Policy TR-3B** Require sidewalks in all new and existing residential subdivisions, commercial and other areas.

- a. Sidewalks should eventually be provided along existing roadways where they do not now exist.
- b. Priority should be given to those streets that provide school access, and those that are now, or where there is concern for pedestrian safety.

**Policy TR-3C** Sign the designated bicycle routes through the City.

**Policy TR-3D** Develop a pedestrian/bicycle trail along the East Whitman extension between Larch Avenue and Myra Road.

**Policy TR-3E:** Encourage new bicycle routes to be established outside of vehicular travelways.

**Policy TR-3F:** Encourage extension of bicycle routes within and outside of city limits to connect Fort Walla Walla and Whitman Mission facilities

## **Transit**

**GOAL TR-4** Support public transportation in the general College Place/Walla Walla area by maintaining a close working relationship with the Valley Transit Board.

**Policy TR-4A** Work with Valley Transit to establish bus shelters at selected bus stops in the City to be based on level of use and surrounding development.

**Policy TR-4B** Encourage transit facilities be provided in “large” commercial developments.

## **Aviation**

**GOAL TR-5** Recognize Martin Field Airport as an essential public facility and protect Martin Field from incompatible development.

**Policy TR-5A** Discourage land uses that may promote incompatible development adjacent to the airport.

**Policy TR-5B** Encourage the protection of the Martin Field Airport from adjacent incompatible land uses and/or activities that could impact the present and/or future use of the airport as an Essential Public Facility (EPF), endanger the lives of people on the ground and/or promote inadvertent growth of incompatible land uses. Incompatible land uses may include residential, height hazards, uses that attract large concentrations of people, wildlife hazards, explosive/hazardous materials, and special uses such as school, hospitals and nursing homes.

**Policy TR-5C** Encourage the adoption of development regulations that protect the airport from height hazards by developing a Height Overlay District that will prohibit buildings or structures from penetrating the Federal Aviation Regulations (FAR) Part 77 “Imaginary Surfaces”.

**Policy TR-5D** Provide opportunity for future aviation capacity needs

**Policy TR-5E** Encourage economic development opportunities compatible with airport operations.

# Parks & Open Space Element

## Introduction

This Parks and Open Space Element has been developed in accordance with the Growth Management Act (GMA). This plan element and related appendix serves as the City's Park & Recreation Plan and is consistent with the requirements of the Recreation and Conservation Office (RCO) for funding eligibility.

## Goals and Policies

**Goal PO-1** Provide for a broad public and private park and recreation plan and system meeting the needs of all age and income groups within the community.

**Policy PO-1A** Maintain a Comprehensive Park and Recreation Plan, meeting the standards of the Recreation and Conservation Office by updating and gaining certification of the Plan as needed in conjunction with the review of the City's Comprehensive Plan.

**Policy PO-1B** Ensure the ongoing involvement of community residents in the park planning process.

**Policy PO-1C** Future parks and recreational facilities should include the operation and maintenance of neighborhood parks and/or playgrounds as well as small green spaces for passive and organized recreation that may be safely enjoyed by the public.

- a. Strive to provide park and recreation facilities dispersed throughout the City.
- b. Encourage volunteer citizen groups, developers and others in the development and implementation of park and recreation programs.
- c. Enforce the City's Subdivision Ordinance to require dedication of open space and provide for voluntary payment of fees in lieu of dedication to provide adequate open space for specific neighborhoods throughout the City.

**Policy PO-1D** Pursue the standard that every City resident should be within one-half mile of a neighborhood or community park facility. Stress the acquisition of smaller parks closer to or within residential neighborhoods located such that a majority of the residents served do not have to cross an arterial street.

**Policy PO-1E** The small streams passing through the City are an important visual and environmental asset which should be preserved and enhanced by:

- a. Using open space dedications when required for a development proposal on properties containing a creek to acquire creek frontage and access;
- b. Protect streams from unauthorized channelization, loss of bank vegetation and other actions that may adversely impact the stream corridor.

**Policy PO-1F** Delineate and sign specific bike routes through the City so that future roadway improvements can be made compatible with bicycle use.

- a. As funds become available continue the bike path through the City of College Place from Larch and 12th to the City limits on Whitman.
- b. Support the Regional Bicycle Committee in their efforts to continue the bike path to Whitman Mission.
- c. As the City continues to develop along Garrison and Stone Creek, pedestrian/bicycle trails should be developed along these streams.

**Policy PO-1G** Identify areas in the City where additional bike routes or pedestrian paths would be desirable and could be acquired through the Subdivision Ordinance. Where feasible bicycle routes and pedestrian paths should be integrated with recreational facilities and schools.

**Policy PO-1H** Prioritize park improvements and identify a source of funds, both for large projects and small maintenance type works, by preparing and maintaining a current Capital Improvement Program.

- a. The City should continue to pursue funding for parks projects from the RCO.
- b. Renovations should be accomplished in a manner that allows a minimum opportunity for vandalism.
- c. Work to provide and upgrade parking facilities in City parks.
- d. Maintain adequate drainage and irrigation of park lands.

**Policy PO-II** Provide adequate park facilities, while minimizing maintenance and labor requirements.

**Policy PO-1J** Stress advertising of park facilities and activities. Develop an informational mail-out about the City's park system and improve the signing of park facilities.

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# Capital Facilities Element

## Introduction

This Capital Facilities Element provides the policy basis for ensuring that the public facilities and services necessary to support the growth of the City shall be available concurrent with new development. It is maintained in accordance with the Growth Management Act (RCW 36.70a.070).

The Capital Facilities Appendix of this Plan provides the required background inventory and analysis of the City's existing Capital facilities and defines and explains the basis for the following goals and policies.

## Goals & Policies

**GOAL CF-1** To plan for the provision and development of roads, water system, wastewater and storm drainage systems, parks, civic facilities, schools, police and fire protection that are adequate to meet the needs of the City in a manner that is concurrent with development and growth of the City.

**Policy CF-1A** Require all development projects, both public and private, to demonstrate there are adequate public facilities and infrastructure to support the project or to demonstrate how such facilities will be provided as part of the project.

**Policy CF-1B** Require projects that demand large amounts of water to demonstrate that their use will not increase costs, degrade water quality or system dependability to existing and future users.

**Policy CF-1C** Require all new development within the City to connect to the City's wastewater treatment facility.

**Policy CF-1D** Require new developments to incorporate appropriate on-site stormwater facilities in order to prevent pollution and siltation of water bodies and prevent erosion, flooding and other surface water degradation.

**Policy CF-1E** Water, wastewater and storm drainage lines are to be developed within public rights-of-way.

**Policy CF-1F** The City will rely on its individual facilities plans when reviewing development proposals and undertaking public improvements.

**Policy CF-1G** Essential Public facilities shall be sited in a cooperative effort between the City, County, State, and other affected jurisdictions. Nothing in these policies or this Plan precludes the possibility of accommodating a regional facility in College Place.

**Policy CF-1H** The City shall develop a process for the siting of essential public facilities that shall take into consideration factors for minimizing affects upon the health, safety and welfare of the citizens residing around or near the facility.

**Policy CF-1I** In the event that funding falls short for those facilities improvements outlined in this Plan and subsequent amendments, then the City will review its land use assumptions and revise them, if necessary, to reflect the City's fiscal constraints.

**Policy CF-1J** The City will make every effort to leverage the cost of capital facility projects as cost-saving measure and as a magnet for low or no-interest loans.

**Policy CF-1K** The City will strive to maintain the following levels of service:

Water Supply: 140 gallons per capita per day

Sanitary Sewage Collection: 110 (approx) gallons per day per capita.

Emergency Medical Facilities: Responding to 90% of the emergency calls within 6 minutes.

Fire: The City's existing fire protection rating from the Washington Survey and Rating Bureau.

**Policy CF-1L** The City will finance necessary infrastructure improvements through a combination of grants, increased user fees, voted debt, and bonds and loans

**Policy CF-1M** Impact fees may be developed and adopted in accordance with the Growth Management Act as part of the financing for public facilities. Public facilities for which impact fees may be collected shall include public streets and roads, open space and recreation facilities, pedestrian, stormwater, and school facilities.

# Utilities Element

## Introduction

The Growth Management Act distinguishes 'utilities' from 'capital facilities' in that utilities are those services that are provided by a private or investor held organization, as opposed to a public entity such as the City or school district. In College Place utilities include natural gas, electricity, telecommunications, and cable TV.

Planning for utilities should be recognized as being the primary responsibility of the utility providers. However, the requirements of GMA offer an opportunity to identify ways of improving the quality of services provided within the City. All development requiring the various utility services will have these services extended to them in a timely manner where financially feasible. Therefore, the City intends to use this chapter of the Plan to guide decision making to achieve and identify issues, policies and regulatory changes needed to ensure that provision of utilities is properly coordinated with land use and growth.

An inventory of current Natural Gas, Electricity, Telecommunications and Cable providers and their projected needs assessments are contained in the Utilities Appendix.

## Goals and Policies

**Goal UT-1** To facilitate the development of all utilities at appropriate levels of service to accommodate the expected growth of the City in a manner concurrent with development.

**Policy UT-1A** Facilitate the provision of utilities and ensure environmentally sensitive, safe and reliable service that is aesthetically compatible with the surrounding land uses and results in reasonable costs.

**Policy UT-1B** Process permits and approvals for utility facilities in a fair and timely manner.

**Policy UT-1C** Promote the co-location of new public and private utility distribution facilities in shared trenches or rights-of-way and coordinate the timing of construction to minimize disruption to the public and reduce the cost of service delivery.

- a. Provide timely and effective notice to utility providers to encourage coordination of public and private activities in the construction and maintenance of new and existing roads.

**Policy UT-1D** Provide for efficient, cost effective and reliable utility service by ensuring land and/or rights-of-way are available for the location of utility lines.

**Policy UT-1E** Promote the extension of utility distribution lines to the Urban Growth Areas.

- a. Coordinate land use and facility planning to allow eventual siting and construction of utility lines within rights-of-way which are being dedicated or within roads which are being constructed or reconstructed.

**Policy UT-1F** Review and amend where necessary existing development regulations to allow for the maintenance, repair, installation and replacement of utility lines.

**Policy UT-1G** Encourage system design practices intended to minimize the number and duration of interruptions to customer service.

**Policy UT-1H** Coordinate the City's land use planning with the utility providers' planning.

- a. Develop procedures that encourage providers to utilize the Land Use chapter of this Plan in planning future facilities.

**Policy UT-1I** Encourage elimination of dual power utilities by the development of service areas for such power companies.

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# **SECTION III: Comprehensive Plan Elements**

## **Appendices**

*Land Use*

*Housing*

*Transportation*

*Parks & Open Space*

*Capital Facilities*

*Utilities*

*Public Participation*

*County-wide Planning Policies*

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# Land Use Appendix

## Introduction

"How shall we grow?" is a recurring theme in communities throughout the United States. Growth can take many forms: more people, more homes, new job opportunities, higher standards of living, increased family wealth and so on. This appendix is a compilation of information used to support the goals and policies of the Land Use Element of the Comprehensive Plan.

Since incremental growth within the City and in the region constantly changes the baseline existing conditions described here, the purpose of the Appendix is to provide a "snapshot" of the City that can be updated on a regular basis to incorporate new information.

## Population Growth Trends

An analysis of population growth trends is an important part of the comprehensive planning process. These trends tell us a great deal about future growth in a community. The demand for residential and non-residential land is driven by the market that responds to a complex set of variables such as proximity to jobs and services, congestion, quality of life, economics, and local visions.

### How Much Growth Has Occurred?

Since 1998 the population of the City of College Place has increased from 6298 people to 8860 in 2007, with an average annual growth rate of approximately 2.9%. Between 1996 and 2001, the population increased by 1,071 (~18%). Since 2001 a population increase of 1,666, has maintained an average annual growth rate of 2.9% during the 6 year period (18%)

Table LU-1

**Population 1998-2007**

<b>Year</b>	<b>Population*</b>	<b>Annual % change</b>	<b>5 year % change</b>	<b>10 year % change</b>
1998	6298	--	--	--
1999	6581	4.5%	--	--
2000	7002	6.4%	--	--
2001	7127	1.8%	--	--
2002	7275	2.1%	15.5%	--
2003	7447	2.4%	--	--
2004	7783	4.5%	--	--
2005	7957	2.2%	--	--
2006	8096	1.7%	--	--
2007	8150	.7%	9.4%	29.4%
<b>Average Annual Growth Rate</b>		<b>2.91%</b>		

*Source: Office of Financial Management; 2000 population based on the Census*

*\*Population does not include population associated with college-owned housing within the City.*

**Building Permit Activity and Annexations**

The City's permit activity shows that a total of 708 new housing units have been constructed since 1998, with the majority of these being single-family homes (see Table LU-2).

**Table LU-2**  
**Building Permit Activity 1998-2006**

<b>Year</b>	<b>Single Family</b>	<b>Multi Family</b>	<b>Mobile Home</b>	<b>Total Units</b>
1998	46	8	11	65
1999	74	12	1	87
2000	36	4	5	45
2001	49	7	2	58
2002	69	10	6	85
2003	90	73	3	166
2004	92	6	1	99
2005	40	4	4	48
2006	41	8	6	55
<b>TOTAL</b>	<b>537</b>	<b>132</b>	<b>39</b>	<b>708</b>

*Source: City of College Place Planning Department*

Multiplying these 708 units by the City’s average household size reported in the 2000 census of 2.36 shows that an approximate population increase of 1,671 can be attributed to new construction within the City since 1998.

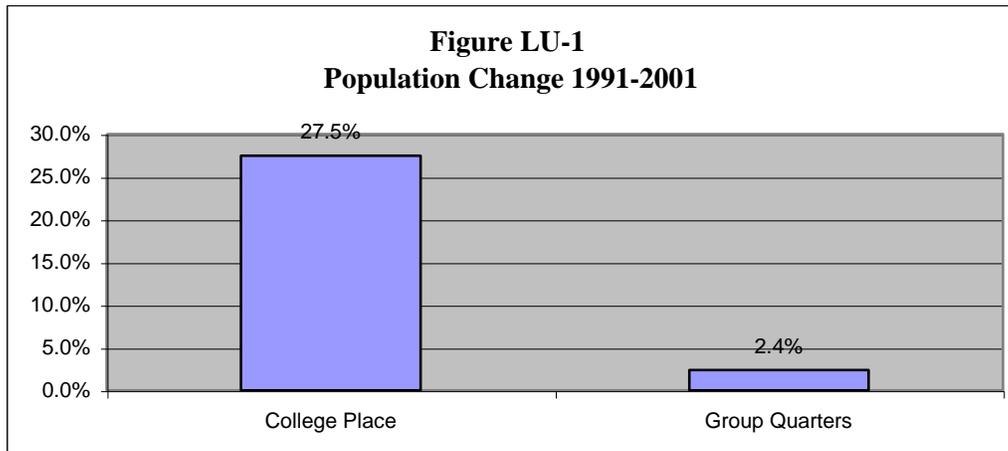
**708 (total new units) x 2.36 (average household size) = 1671 people**

There were 23 properties annexed to the City since 2002 totaling 293 acres. They included 23 dwelling units and added 35 people to the City’s population.

### **Walla Walla University Population**

The 2000 Census reported that 816 people are housed in “Non-institutionalized Group Quarters” within the City of College Place. These group quarters include on-campus and off-campus college-owned quarters and dormitories as well as group homes for the handicapped, emergency shelters

for the homeless, and other group housing situations. Compared to the 1990 Census, this housing population has increased by 19 people or approximately 2%, a growth rate considerably slower than the City’s population (see Figure LU-1 below).



Source: Office of Financial Management; 2000 Census

### City Growth Compared to the County

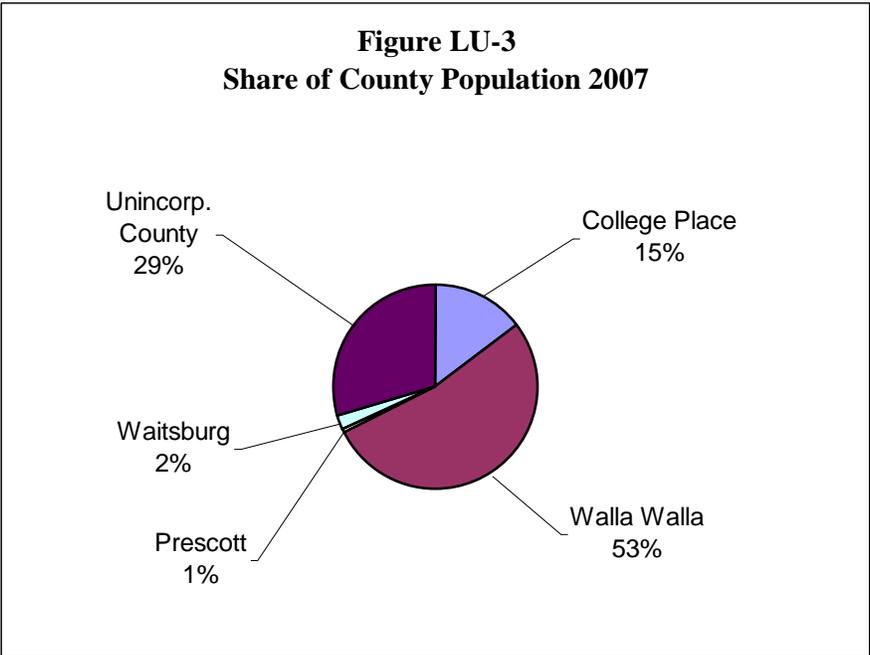
Compared to the rest of the County, College Place has had the second highest increase in population (see Figure LU-2).

**Figure LU-2  
Population Change 1980-2007**

	1980	1990	2000	2001	2002	2003	2004	2005	2006	2007
Total County	47,435	48,439	55,180	55,200	55,400	55,800	56,700	57,500	57,900	58,300
Unincorp	48,622	14,384	16,150	16,235	16,290	16,405	16,115	16,635	16,925	16,995
College Place	5,790	6,308	7,818	7,945	8,035	8,165	8,560	8,690	8,770	8,860
Walla Walla	25,619	26,482	29,686	29,500	29,550	29,710	30,500	30,630	30,660	30,900
Wash. St.	4,132,353	4,798,100	5,894,143	5,974,910	6,041,710	6,098,300	6,167,800	6,256,400	6,375,600	6,487,900

Source: Office of Financial Management

The City's 2007 total population of 8,860 people (which includes the population in group quarters) comprises approximately 15% of the County's total population of 58,300 (see Figure LU-3 below).



Source: Office of Financial Management

## Population Forecasting

The 2003 Comprehensive Plan used a trend extrapolation method to project the city's population of 12,830 by 2022. In 2005 Walla Walla County held public hearings considering the UGA expansion requests and determined that a county-wide consistent method of population projection was needed. The "shares of the county method" (described in the following information) projection resulted in the lower population estimate of 10,825 by 2025 for the City of College Place. The areas included in the 2005 expansion are displayed on LU-5, and increased the College Place Urban Growth Area by approximately 554 acres, of which 324 are designated as residential and 230 for commercial or commercial/light industrial.

During the 2007 Comprehensive Plan Amendments, Walla Walla County amended the Urban Growth Area to include the remainder of the Mt. Hope Cemetery, a portion of which was already in the UGA and other minor boundary line adjustments. College Place City Limits were also amended and corrected by the County based on a review of all annexations and supporting legal descriptions.(LU-2B)

### Shares of the County Method

This type of population projection method involves calculating the City's current share of the total County population (15 percent) and applying that fractional share to the county-wide population forecasts over the next 20 years. As required by the Growth Management Act the county-wide population projections are provided by the state Office of Financial Management and include a low, intermediate, and high projection for the next 20 years. Walla Walla County has selected the medium series for the purposes of population projection. This method results in a total 2025 population estimate for College Place of 10,825.(see Table LU-4)

**Table LU-4  
Estimated Growth Projection –  
Share of the County Method (Medium Series)**

<b>Jurisdiction</b>	<b>2004 OFM Pop Estimate</b>	<b>Projected Growth by 2025</b>	<b>Projected 2025 Population</b>
<b>College Place</b>	8560	2265	10825
<b>Walla Walla</b>	34153	9030	43183
<b>Prescott</b>	315	84	399
<b>Waitsburg</b>	1210	315	1525
<b>Unincorporated</b>	12462	3330	15792
<b>County Total</b>	56700	15000	71724

It is important to note that this population projection method assumes that future growth in the County will be distributed throughout the County in the same proportions as the current population distribution, and that the cities will grow at the same rate as the County as a whole. This assumption may change given that the implementation of the Growth Management Act in Walla Walla County is intended to focus the majority of future growth into urban areas, most likely resulting in higher growth rates in the cities than in the unincorporated rural areas of the County.

## Existing Land Use Inventory

The following existing land use inventory data will be used to establish whether the City of College Place currently has enough land to satisfy its future (20-year) land use requirements or whether an expanded Urban Growth Area (UGA) will be needed to ensure capacity to accommodate the estimated growth. The inventory includes the estimated acreage of all existing land uses within the City and the Unincorporated UGA, including vacant land (see Tables LU-5, LU-6 and Figure LU-1).

**Table LU-5  
Existing Land Use Inventory  
(City Limits)**

	<b>Acres</b>	<b>% Total</b>
Single-family	652	45
Multi-family (2-4 units)	44	3
Multi-family (5+ units)	27	2
Mobile Home/Mobile Home Park	55	4
Senior-assisted Housing	13	1
Office	22	2
Institutions	163	11.4
Retail	57	4
Manufacturing/Warehouse	4	0.3
Parks/Open Space	125	9
Resource Production	210	15
Trans/Utilities/Airfield	4	.3
Vacant	48	3
<b>TOTAL</b>	<b>1424</b>	<b>100%</b>

*Source: Walla Walla County GIS Division; Walla Walla County Assessor and City of College Place Planning Dept.*

*Note: The existing land use inventory includes approximately 163 acres of land associated with the City's wastewater treatment plant that is classified as Institutions & Resource Production.*

**Table LU-6  
Existing Land Use Inventory  
(UGA -Outside City Limits)**

	<b>Acres</b>	<b>% Total</b>
Single-family	119.5	21
Offices	17.8	3
Institutions-Govt	4.3	1
Manufacturing/Warehouse	0.3	0.1
Open Space/Agricultural	190.1	33
Resource Production	88.5	16
Trans/Utilities/Airport	145.6	24.9
Vacant	4.4	1
<b>TOTAL</b>	<b>570.5</b>	<b>100</b>

*Source: Walla Walla County GIS Division, Walla Walla County Assessor and City of College Place Planning Dept.*

## Capacity for Growth Residential Land Capacity

The analysis of vacant land and redevelopment potential provides an estimate of the capacity of the City to accommodate new growth. The steps involved in calculating the additional land capacity for the City’s residential zoning districts are as follows:

1. Calculate the acreage available for infill development for each residential zoning district within the City; and
2. Reduce the acreage to account for:
  - Market factor. Due to the functioning of the real estate market not all land will develop to its maximum residential density. The Walla Walla County-Wide Planning Policies allow for a market factor of 25 percent. This means that 25 percent more land than indicated based on allowed densities is assumed to be needed for the real estate market to function properly and not create a “tight” or artificially inflated market.
  - Future roads and right-of-way (assumed at 20 percent).
  - Public purpose lands – schools and parks (assumed at 5 percent).

A total of 187 acres of vacant land and partially used land currently exists in residential zones within the City of College Place (see Table LU-7). Partially

used land is land that is occupied by a use that is consistent with zoning but contains enough land to be further subdivided. For example, a single house on a 10 acre parcel, where 4 dwelling units per acre are allowed, is partially developed.

**Table LU-7**  
Vacant & Partially Used Land

<b>ZONE</b>	<b>Gross Acres</b>	<b>Net Acres</b>	<b>Number of Housing Units</b>	<b>Projected Population (2.36 pphh)</b>
City Urban Residential (UR)	174	87	348 (@4 per acre)	821.2
City Multiple Family (MF)	13	6	48 (@10 per acre)	113.2
<b>Total City</b>	<b><u>187</u></b>	<b><u>93</u></b>	<b><u>396</u></b>	<b><u>934</u></b>
UGA UR	191	95	382	901.5
UGA MF	40	20	141	332.7
<b>Total UGA</b>	<b><u>231</u></b>	<b><u>115</u></b>	<b><u>523</u></b>	<b><u>1234</u></b>
<b>TOTAL*</b>	<b>418</b>	<b>208</b>	<b>919</b>	<b>2168</b>

*\*Source: Walla Walla County GIS Division; and City of College Place Planning Department. Calculations include utilization of 25% Market Factor and 25% infrastructure estimate.*

Using the land capacity methodology for residential land uses previously mentioned results in an estimate of the City accommodating 919 additional dwelling units or 2,168 additional people within the City limits.

**Table LU-8**  
**Estimated Demand -Residential Land Use**  
**2005-2025**

<b>Population Increase 2005-2025 Based on WW County Allocation</b>	<b>2,168</b>
<b>Available Capacity-Incorporated City</b>	<b>934 people</b>
<b>Available Capacity-Unincorporated UGA</b>	<b>1234 people</b>
<b>Demand – Net Developable Land</b>	<b>200-350 acres</b>
<b>Demand Gross Acreage</b>	<b>400-600 acres</b>

*Assumed at a density of 4 dwelling units per acre. Market Factor of 25% assumed per Walla Walla County Wide Planning Policies. Future roads and ROW assumed at 20%. Public purpose lands assumed at 5% market factor.*

## Commercial & Light Industrial Land Capacity

College Place’s existing commercial land uses comprise 92 acres of the City’s existing land use inventory. Of that, approximately 71 acres of undeveloped commercially zoned property exists within the City limits. The majority of this vacant land is located along the perimeter of the City along SR125 and the Myra Road corridor.

Existing light industrial land uses in College Place equal 5 acres, or less than 1 percent, of the City’s total land use inventory and of the few pockets of industrially zoned land within the City, no vacant land is available for development within the City limits. However, the unincorporated Urban Growth Area includes approximately 150 acres at Martin Field. In addition, there is approximately 35 acres of undeveloped commercial land within the City’s unincorporated UGA.

As shown in Table LU-9 on the following page, the 2025 projected demand for commercial and light industrial land exceeds the current supply by about 50 acres.

**Table LU-9  
Projected Demand – Commercial/ Light Industrial**

Projected Population 2025	10,825
Vacant/ Underutilized Land – Incorporated City Limits (C)	71
Vacant/Underutilized Land – Unincorporated UGA (C)	35
Vacant/Underutilized Land-Unincorporated UGA (LI)	150
Additional Demand – Net Developable Acreage (Commercial only)*	15-30 Acres
Additional Demand – Gross Acreage (Commercial only)**	20-50 Acres

*The high end of this range indicates the City’s vision for increased Commercial/Light Industrial uses. It has been calculated by applying a ratio of 12 acres of Commercial/Light Industrial developed land per 1,000 population to the City’s projected population increase. (As noted in the 1990 Guidebook from the Washington State Department of Community Development titled *Shaping Your Future: A Guide to Designating an Urban Growth Area*, a method to project commercial acreage needs for small to medium sized communities may be determined by applying the standard ratio of approximately 12 acres of commercially developed land per 1,000 population)*

*\*\* Market Factor of 25% assumed per Walla Walla County County-wide Planning Policies; Future roads and ROW assumed at 20%; Public purpose lands assumed at 5%.*

## Urban Growth Area

Under the provisions of the Growth Management Act, counties must identify Urban Growth Areas (UGAs) around existing cities within the County to accommodate planned growth. A UGA defines the area around the city that is available for its expansion during the 20 year planning period. It is based upon the notion that development that is urban in type and intensity, such as residential densities greater than 5 dwelling units per acre, are most appropriate in the city. The factors used to establish the UGA include projected housing, industrial and commercial needs, existing land uses and density, and availability of utilities and services.

A number of important benefits come as a result of designating the UGA. First, it allows the city to make long range utility and capital improvement plans for sewer, water lines and roads. By planning these improvements, more efficient investments of public funds and taxes can be made.

Second, a UGA encourages the cities and county to adopt land use and development standards that are consistent providing for orderly transition as the land is annexed. The lack of consistency is most apparent where two jurisdictions meet.

These varying standards can lead to inequitable situations where developers or county residents do not install improvements to meet urban standards; then, when the property is annexed to the city and “catch-up” improvements made, many of the costs particularly in road improvements, are shouldered by the city. The tax base generated by a few annexed homes rarely compensates for these costs.

The third benefit of a UGA is that it provides a measure of predictability for landowners and property investors. People will know if their property can be served by utilities, what kind of development standards will be required (e.g. if they create a subdivision) and whether or when they can annex. Although the benefits are considerable there are legitimate concerns among county residents that a UGA would force them to annex or hook-up to city utilities. It must therefore be understood by all parties that establishing a UGA only identifies lands eligible for annexation. It does not require annexation

**Table LU-10  
UGA Land Use Designations  
And  
Implementing Zoning Districts**

<b>Land Use Map Designation</b>	<b>Implementing Zoning Districts</b>
<b>Urban Residential (UR)</b>	<b>R-75 Single Family R-60 Single Family (Allows for duplexes) Neighborhood Commercial (Overlay) Public Reserve (Overlay) Planned Unit Development</b>
<b>Multiple Family (MF)</b>	<b>MultiFamily Residential Mobile Home Parks Neighborhood Commercial (Overlay) Public Reserve (Overlay) Planned Unit Development</b>
<b>Commercial</b>	<b>General Commercial Public Reserve (Overlay) Planned Unit Development</b>
<b>Commercial/Light Industrial</b>	<b>General Commercial Light Industrial Public Reserve (Overlay) Planned Unit Development</b>
<b>Light Industrial</b>	<b>Light Industrial Planned Unit Development</b>
<b>Public Reserve</b>	<b>Public Reserve</b>
<b>College Avenue District</b>	<b>DMU – Downtown Mixed Use</b>

### **Urban Growth Area (UGA) Locational Criteria**

The City has defined a UGA that is intended to be sufficient to accommodate growth over the next 20 years. It is recognized that within this planning period that conditions and priorities may change. Areas that are not now identified may become candidates for future UGA expansion. The following locational criteria have been used to define the current UGA and should be used in the future to evaluate any proposed expansions of the UGA.

1. Areas that are urban in character and intensity. This would include areas with single-family homes zoned for urban residential densities, on lots under one acre in size; areas with older homes and/or a history of drain

field failures deserve special consideration; and undeveloped areas adjacent to urban lands that are needed to accommodate urban growth.

2. Areas adjacent to, or within a reasonable distance of, city sewer and/or water. The sizing of the sewer and water lines should be established to determine whether additional use or expansion of the system is feasible.
3. Areas surrounded on 65% of their boundary by lots under one acre in size and/or a municipal boundary.
4. Properties that at one time signed annexation agreements with the City when utilities were extended to them.
5. Areas that are needed to accommodate development including commercial and industrial lands that cannot be accommodated within the City.
6. Properties that are needed to accommodate public facilities that cannot be accommodated within the current boundaries.
7. Properties that have water rights for municipal purposes.

The intent of the City is to guide growth to areas already characterized by, or surrounded by urban use. Consequently, the City will give priority to annexation requests that involves those lands designated in the UGA that are between the cities of College Place and Walla Walla.

## **UGA Development Standards**

The Growth Management Act requires that growth and urban densities be located within defined UGAs and be provided the same level of urban services as the adjacent City. Urban services are defined as the City of College Place's current development standards for sewer, fire, transportation, drainage, parks, open space, and schools, etc.

The first priority of the City is to provide urban services on a priority basis to those areas immediately adjacent to the City boundary where available services can most easily and economically be extended. This concept should encourage multiple property owners to cooperate in larger annexation proposals.

As a second priority, the City should enter into interlocal agreement with Walla Walla County which requires development at the City's standards and participation in financial arrangements, such as impact fees and Local

Improvement Districts (LID) for certain required improvements. This process would occur in conjunction with a development request. With this process, no deficiencies should exist at the time of annexation.

The development standards applicable to the interlocal agreement should include:

- Coordinating permits with Walla Walla County to allow joint review by the City.
- Signing a no protest LID agreement for future improvements consistent with City standards.
- Meeting the more restrictive development requirements of either Walla Walla County Code or the College Place Municipal Code.

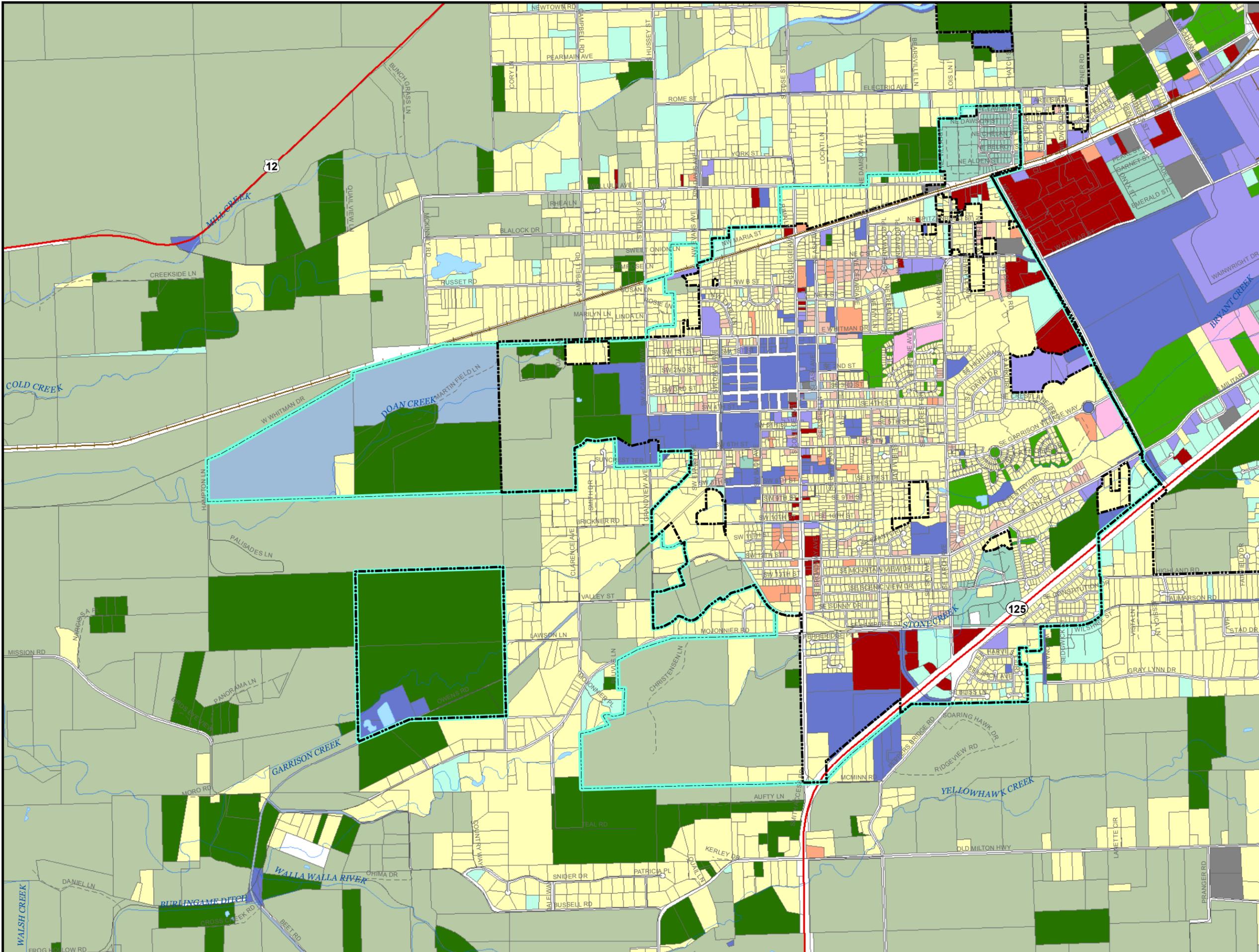
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# CITY OF COLLEGE PLACE



## EXISTING LAND USE

FIGURE LU-1



**Legend**

- COLLEGE PLACE CITY LIMITS
- CITY UGA
- RAILROADS
- STATE HIGHWAYS
- PUBLIC ROADS
- PRIVATE ROADS

**Existing Land Use**

- SINGLE FAMILY
- MULTI FAMILY (2-4 UNITS)
- MULTI FAMILY (5+ UNITS)
- MOBILE HOME PARK
- SENIOR ASSISTED LIVING
- INSTITUTIONS
- TRANS/UTILITIES/AIRFIELD
- MANUFACTURING/WAREHOUSE
- RETAIL
- OFFICES
- PARKS
- OPENSOURCE AGRIC
- RESOURCE PRODUCTION
- VACANT
- WATER
- ROW

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# CITY OF COLLEGE PLACE

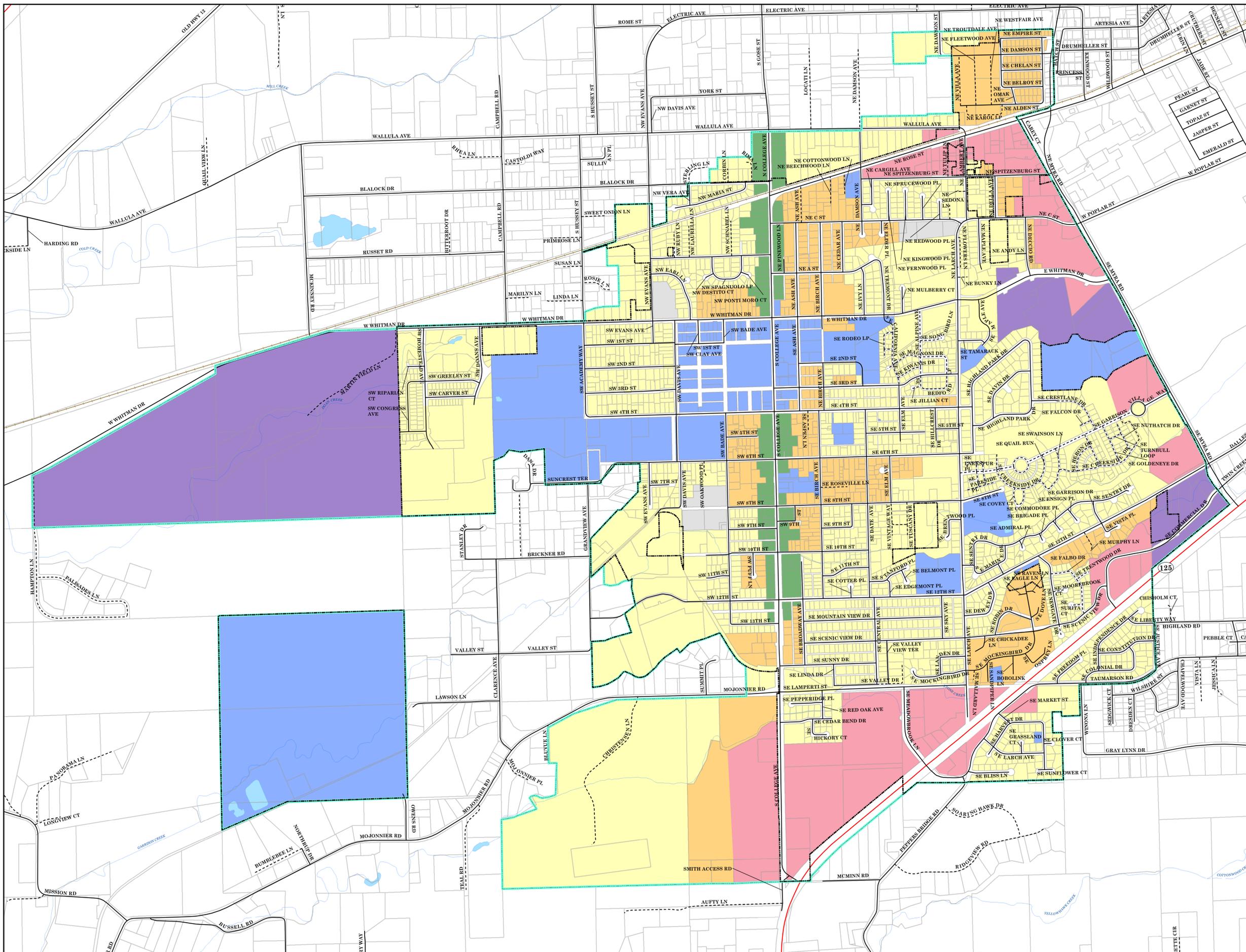


## City Officials

Julie L. Scott, Mayor  
 Patrick Reay, City Administrator  
 Jonathan Rickard, Senior Planner  
 Paul Hartwig, Public Works Director  
 Robert Gordon, P.E., City Engineer

# LAND USE

**FIGURE: LU-2**  
 NOT TO SCALE  
 REVISED:06-18-2014



**Legend**

- State Highways
- Public Roads
- Private Roads
- Railroads
- Rivers/Streams
- College Place City Limits
- College Place Urban Growth Area Boundary
- Taxlots

**LANDUSE**

- College Ave District
- Commercial
- Commercial/Light Industry Mix
- Light Industry
- Multiple Family Residential
- Public Reserve
- Urban Residential 4-7 Du/Acre



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# CITY OF COLLEGE PLACE



## City Officials

Mayor: Edward Ammon  
 City Administrator: Patrick H. Reay  
 City Engineer: Robert Gordon P.E.  
 Community Development Dir.: Kathy Bowman  
 Public Works Director: Paul Hartwig

# UGA AMMENDMENTS 2005 - 2007

FIGURE LU-2A



NOT TO SCALE  
 REVISED: 3/18/2008

## Legend

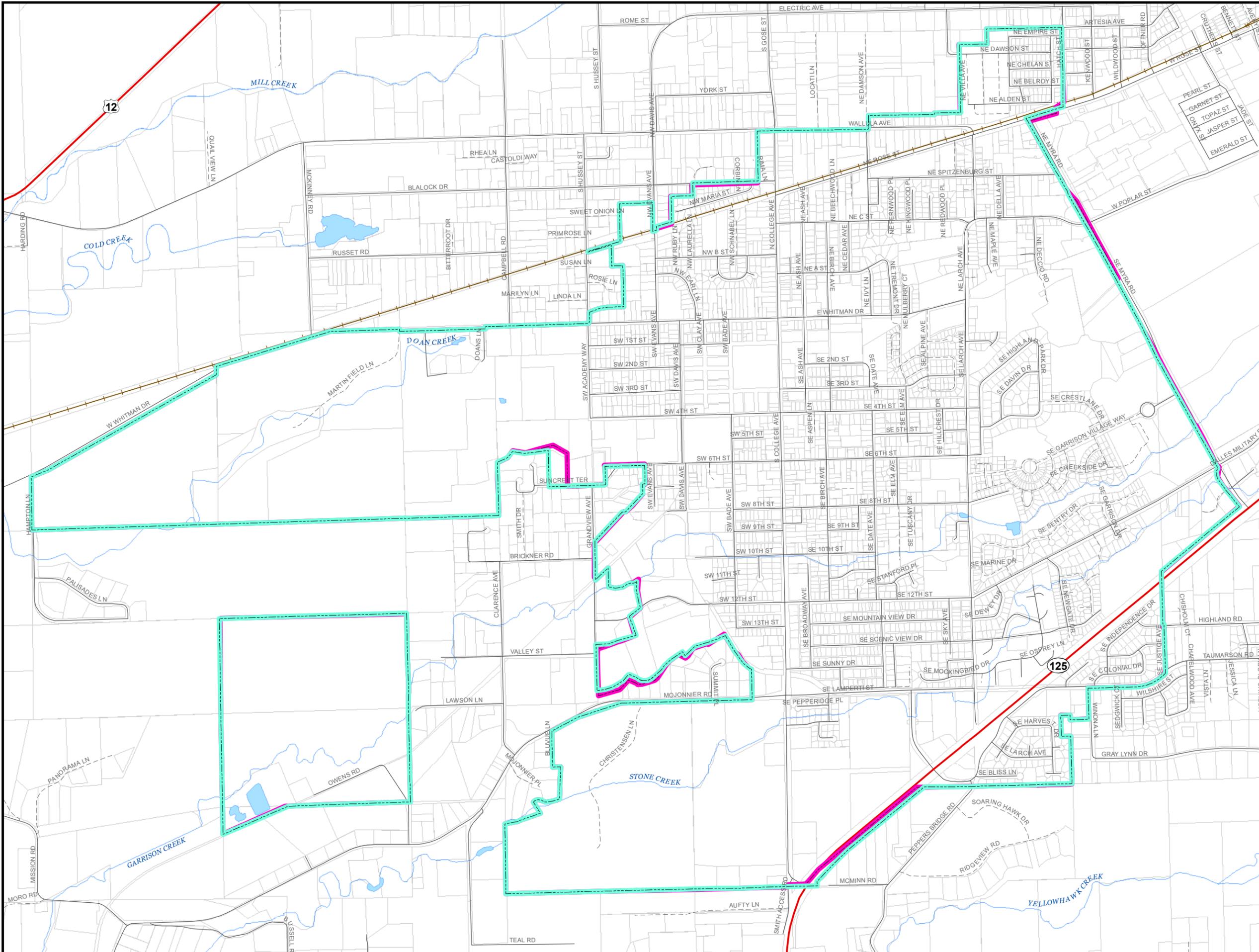
- COLLEGE PLACE UGA 01/08/2007
- CP UGA 2005 ADOPTED
- RAILROADS
- STATE HIGHWAYS
- PUBLIC ROADS
- PRIVATE ROADS
- RIVERS/STREAMS
- TAX LOTS

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# CITY OF COLLEGE PLACE



## City Officials

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 City Administrator: Patrick H. Reay  
 City Engineer: Robert Gordon P.E.  
 Community Development Dir.: Kathy Bowman  
 Public Works Director: Paul Hartwig

# 2007 CITY LIMIT BOUNDARY ADJUSTMENTS

FIGURE LU-2B



NOT TO SCALE  
 REVISED: 3/18/2008

### Legend

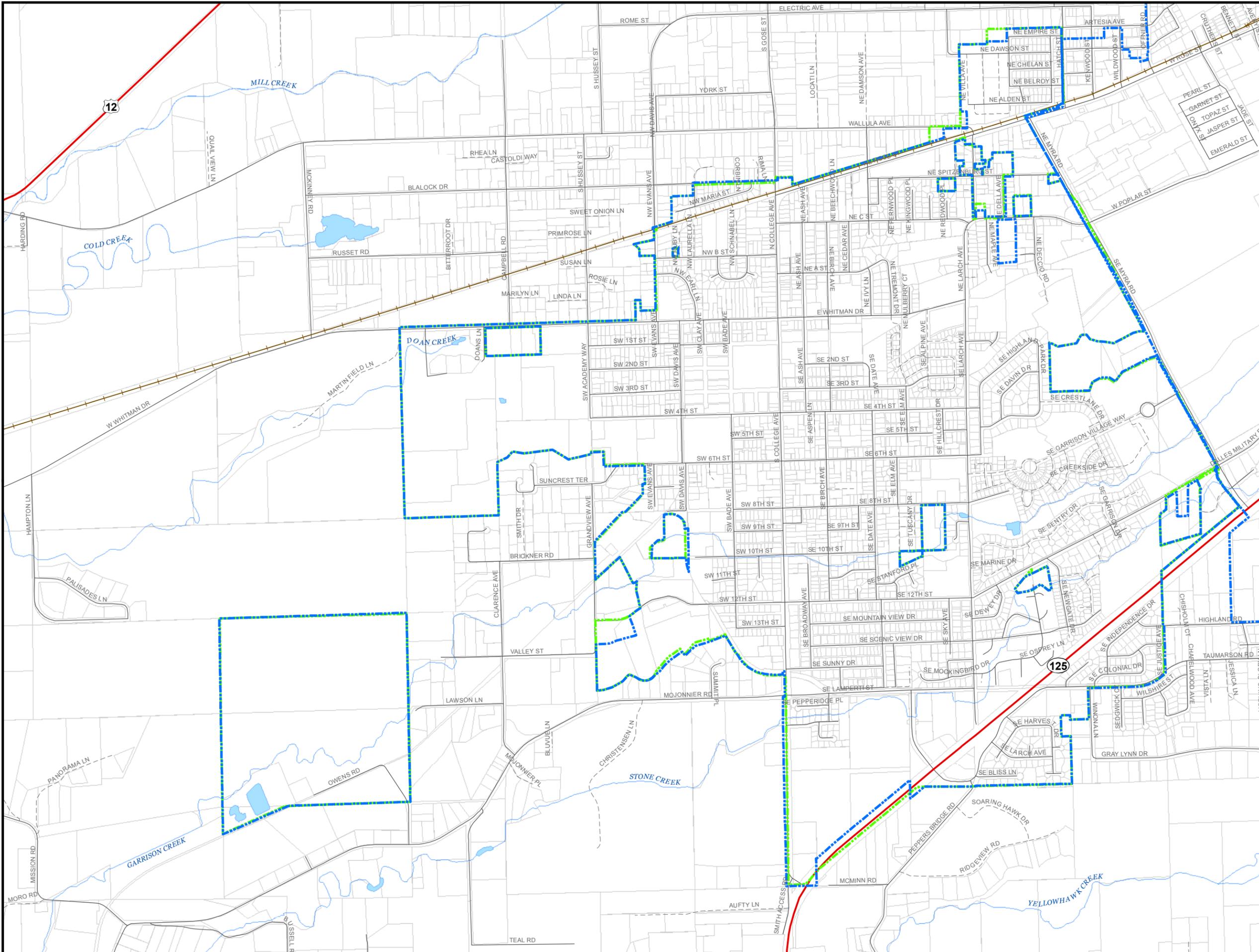
- CITY LIMITS 7/12/2007
- CITY LIMITS 2006 W/ 2007 ANNEX
- RAILROADS
- STATE HIGHWAYS
- PUBLIC ROADS
- PRIVATE ROADS
- RIVERS/STREAMS
- TAX LOTS

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# CITY OF COLLEGE PLACE



## City Officials

Mayor: Edward Ammon  
 City Administrator: Patrick H. Reay  
 City Engineer: Robert Gordon P.E.  
 Community Development Dir.: Kathy Bowman  
 Public Works Director: Paul Hartwig

# BUILDABLE LANDS

FIGURE  
 LU-3



NOT TO SCALE  
 REVISED: 3/5/2008

### Legend

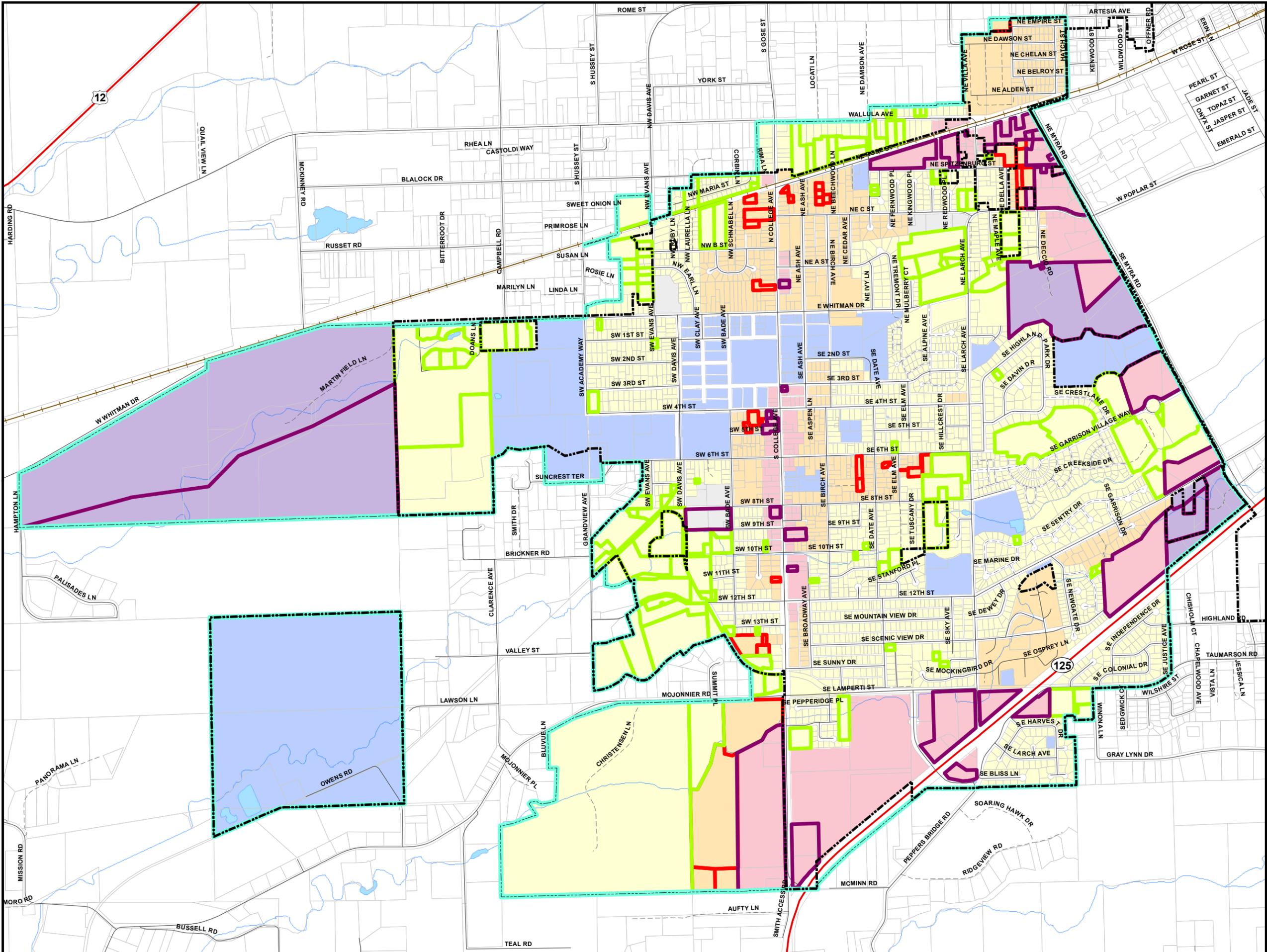
- COLLEGE PLACE CITY LIMITS
  - CITY UGA
  - BUILDABLE COMMERCIAL/LT INDUSTRIAL
  - BUILDABLE RESIDENTIAL
  - BUILDABLE MULTI-FAMILY
  - RAILROADS
  - STATE HIGHWAYS
  - PUBLIC ROADS
  - PRIVATE ROADS
  - TAX LOTS
  - RIVERS/STREAMS
- LAND USE**
- URBAN RESIDENTIAL 4-7 Du/Acre
  - MULTIPLE FAMILY RESIDENTIAL
  - COMMERCIAL/LIGHT INDUSTRY MIX
  - COMMERCIAL
  - LIGHT INDUSTRY
  - PUBLIC RESERVE

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# CITY OF COLLEGE PLACE

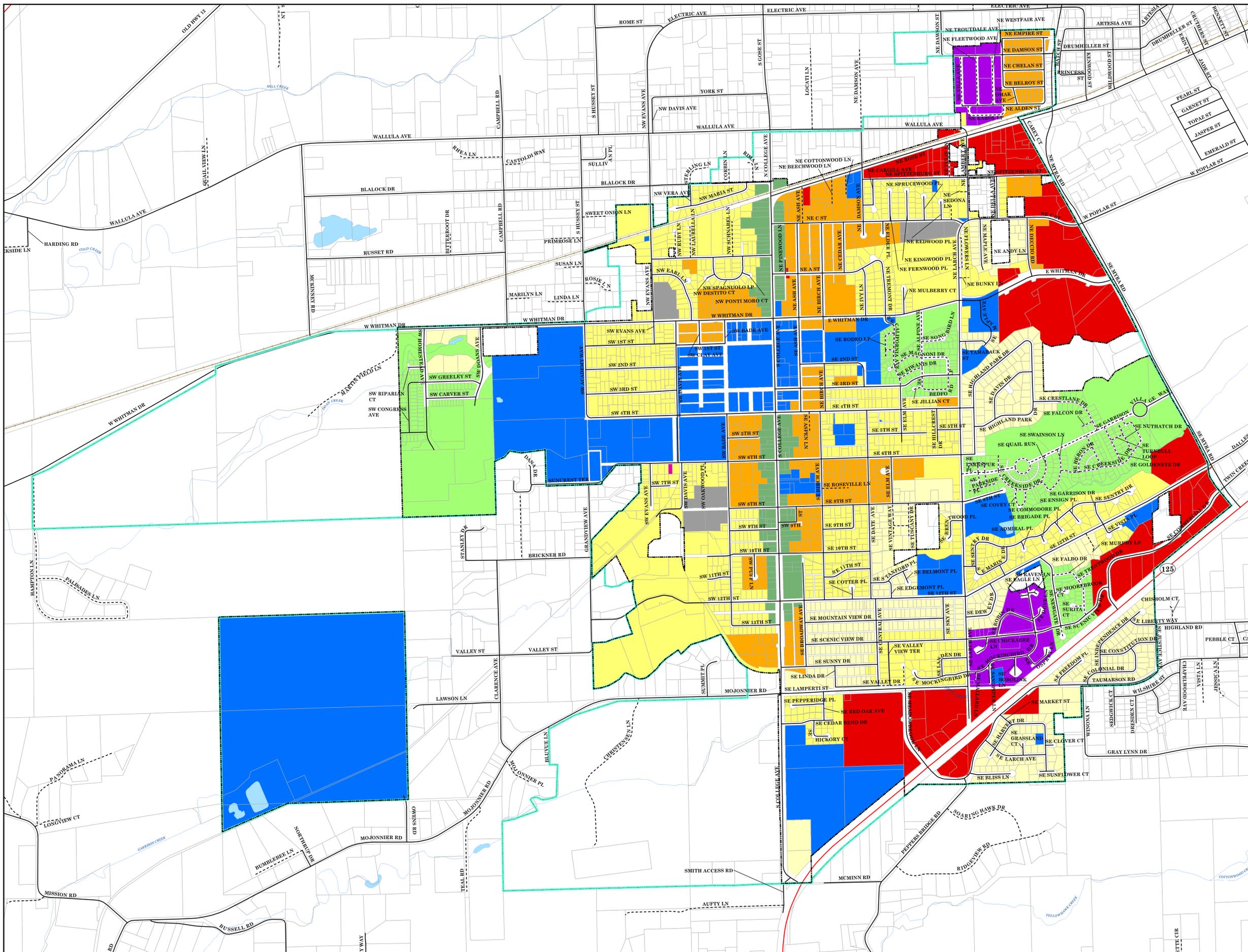


## City Officials

Julie L. Scott, Mayor  
 Patrick Reay, City Administrator  
 Jonathan Rickard, Senior Planner  
 Paul Hartwig, Public Works Director  
 Robert Gordon, P.E., City Engineer

# ZONING

**FIGURE: LU-4**  
 NOT TO SCALE  
 REVISED:06-18-2014



**Legend**

- State Highways
- Public Roads
- Private Roads
- Railroads
- Rivers/Streams
- College Place City Limits
- College Place Urban Growth Area Boundary
- Taxlots

**ZONING**

- CG (General Commercial)
- CN (Neighborhood Commercial)
- DMU (Downtown Mixed Use)
- IL (Light Industrial District)
- MHP (Manufactured Home Park District)
- PR (Public Reserve District)
- PUD (Planned Unit Development)
- R-60 (Single-Family Residential)
- R-75 (Single-Family Residential)
- RM (Multifamily Residential)



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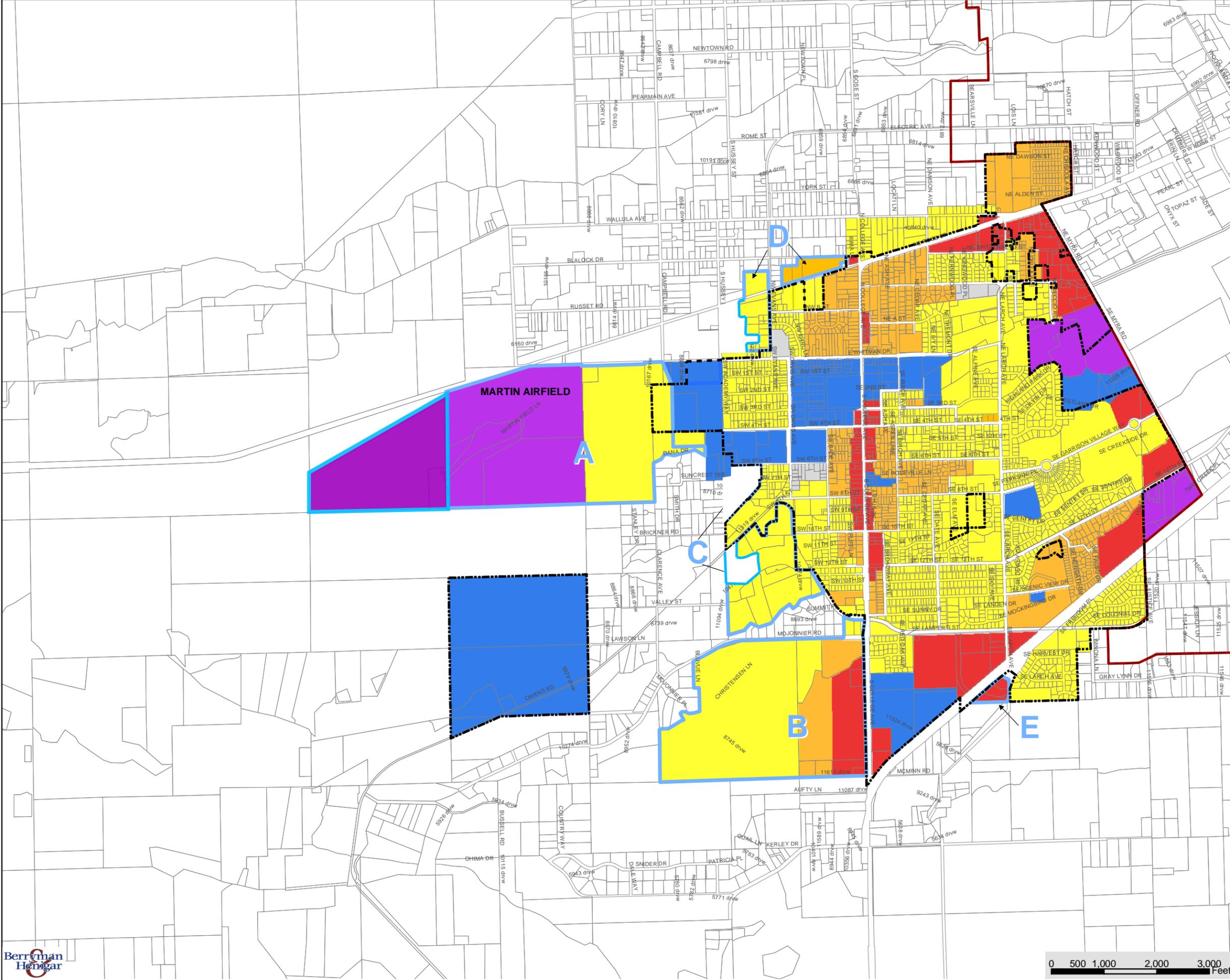


# City of College Place



## URBAN GROWTH AREA EXPANSION AREAS

Figure LU-5



**Legend**

- College Place City Boundary
- College Place Urban Growth Boundary
- City of Walla Walla Urban Growth Boundary
- Proposed Expanded College Place Urban Growth Boundary

**Proposed Land Use Areas**

- Urban Residential 4-7 DU/Acres
- Multiple Family Residential
- Commercial
- Light Industry
- Public Reserve
- Commercial/Light Industry Mix



Source: Walla Walla GIS Division, City of College Place. The information displayed here is based on the best available data at the time of publication. Neither the author, Walla Walla County, City of College Place, or any other party here warrant or represent that the information is in every respect complete and accurate, and are not held responsible for errors or omissions.

MAP DATE: March 28, 2005



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# Housing Appendix

## Inventory & Analysis

### Housing Types

According to the Office of Financial Management for the 2007 Census estimate, there were 3,639 housing units up from the 2000 Census of 3,118 housing units in the City as of April 2007.. Approximately 61 percent of these are single family units (see Table H-1 below). This represents an increase in the percentage of single family homes constructed. Housing units consisting of 2-4 units decreased.

**Table H-1  
College Place Housing Units 2007**

	<b>Units</b>	<b>Percent of Total</b>
<b>Single family</b>	<b>2217</b>	<b>61%</b>
<b>2-4 units per structure</b>	<b>682</b>	<b>19%</b>
<b>5+ units per structure</b>	<b>397</b>	<b>11%</b>
<b>Mobile homes</b>	<b>341</b>	<b>9%</b>
<b>TOTAL</b>	<b>3637</b>	

*Source: 2000 Census/ 2007 Office of Financial Management*

### Owner Versus Renter Occupied Dwelling Units

Of occupied dwelling units in College Place, 57 percent are owner-occupied and 43 percent are renter-occupied (source: 2000 census).

### Housing Costs

The 2000 census reported that the median house value in College Place was \$119,400. The median gross rent for that year was also reported at \$463 per month, and the median mortgage paid by homeowners was \$968 a month.

### Housing Affordability

Household income is an integral part of establishing housing affordability. According to the 2000 Census median household income in College Place was \$30,330.

A standard measure of affordability used by the federal and state government is that a household should be paying no more than 30 percent of its income for housing. The 1990 Census estimated that 14 percent of College Place homeowners paid more than 30 percent of their income on mortgage costs and 44% of renters paid more than 30 percent toward housing. By 2000, the census reported that, for College Place, these numbers had risen to 17 percent and 50 percent, respectively (see Table H-2 below).

**Table H-2  
Housing Affordability**

	<b>1990</b>	<b>2000</b>
<b>Homeowners –</b> Who spend > 30% of income on mortgage	14%	17%
<b>Renters –</b> Who spend > 30% of their income on rent	44%	50%

*Source: 2000 Census*

These numbers suggest that a growing need for lower-cost housing in the community exists.

# Transportation Appendix

**Note:** Given the City of College Place's recent jurisdictional transfer from the Benton-Franklin County Metropolitan Planning Organization (MPO) to the Walla Walla Valley Metropolitan Organization (WWVMPO), most of the information in this appendix is based upon data collected under the Benton-Franklin County Metropolitan Planning Organization. It will be updated once the modeling effort under the newly-formed WWVMPO is complete.

## Existing Conditions

### Street System

The City of College Place has approximately 33 miles of arterials, collectors, and local streets, connecting the various parts of town and providing access to and from the rural and agricultural areas surrounding the City. The street network is owned and operated by the City.

The majority of the City has been developed based on a regular grid of streets and blocks. Several newer subdivisions vary from this pattern, reflecting topographical features and a change in the grid between College Place and the City of Walla Walla. With the exception of SR-125, Myra Road, Larch Avenue, and the eastern portion of E. Whitman Drive (under construction) all streets consist of two lanes. Portions of College Ave will also have a third middle turn lane upon completion of the College Avenue/Rose Street (CARS) Reconstruction Project.

The CARS project is scheduled to be complete by the end of 2015 and involves the complete reconstruction of College Avenue and Rose Street from the intersection of Carey Court and Rose Street to the intersection of College Avenue and Lamperti Street. College Avenue will receive widened 10-foot sidewalks, ornamental street lights and street trees. Rose Street will receive a new 10-foot multi-use path separated on the south side by a planting strip with street trees. In addition, the Rose Street/College Avenue intersection will be reconstructed and reconfigured to allow an east-bound turning movement from the north (not currently possible) and the Whitman Drive/College Avenue intersection will be signalized. The project also includes three optional components that would signalize the intersections at 12<sup>th</sup> Street/College Ave. and Lamperti Street/College Avenue and also add regional signage elements developed in conjunction with Tourism Walla Walla, the County of Walla Walla, the City of Walla Walla and other local partners.

State Route 125, located on the south end of town, connects the Walla Walla Urban area with Milton-Freewater several miles to the south in Oregon. Access off of SR-125 to College Place occurs at Myra Road, SE Meadowbrook and College Avenue.

Myra Road, Larch Avenue and College Avenue are the major north-south routes through town. Myra Road, a four lane road coincident with the corporate boundary between the Cities of College Place and Walla Walla, connects State Route 125 with Rose Street and Highway 12 to the north. Larch Avenue runs from SE Lamperti Street to 'C' Street, which connects to the east at Myra Rd. College Avenue runs from SR-125 to Rose Street and functions as the City's main street through downtown.

Rose Street, 'C' Street, Whitman Drive, SE 4<sup>th</sup> Street, SE 12<sup>th</sup> and SE Lamperti Street provide the primary east-west routes through the City. 12<sup>th</sup> Street connects College Avenue with Larch Avenue. SE 12<sup>th</sup> Street becomes the Dalles-Military Road at Myra Road. Rose Street and Dalles-Military Road connect on into the City of Walla Walla.

### **Concurrency/Walla Walla Valley Metropolitan Planning Organization**

The City of College Place assesses new development in the context of meeting transportation concurrency requirements. Projects that result in 20 vehicle trip ends in any hour of the day or over 100 vehicle trips in a day, or that are expected to detract from the safety of the transportation network are routinely required to conduct a transportation impact analysis that includes the impacts of other projects in the planning stage. Both on-site and off-site impacts are considered when determining project requirements.

In addition, the City of College Place will be pursuing the opportunity to jointly develop an updated traffic model across both the City of College Place and the City of Walla Walla jurisdictions to assist in identifying and addressing any outstanding concurrency issues consistent with locally adopted levels of service (LOS). That effort will take place in the context of the newly formed Walla Walla Valley Metropolitan Planning Organization (WWVMPO) that was formed mid-2013 in response to Federal transportation planning requirements triggered by the results of the 2010 census results.

### **Transit**

Valley Transit operates the bus system that serves the City of College Place. In March 1980, voters approved transit system funding of three tenths of one percent sales tax. The system began route service as of January 5, 1981 as Valley Transit. Eighty percent of the homes within College Place are within three blocks of a Valley Transit bus route.

There are three bus routes through College Place providing weekday service between 6:15 am and 6:45 pm. with connections every half-hour to the entire urban area via the Valley Transit Transfer Center in downtown Walla Walla.

Valley Transit also provides Dial-A-Ride service for persons aged 70 years or older and persons with disabilities who cannot use fixed route service as well as an evening and Saturday “West Loop” connector route with 15 minute connections on weekday evenings and 45 minute connections on Saturdays.

Valley transit also offers residents a “Job Access” program that provides rides to and from work and the City of College Place’s Fire Department operates an “Appointment Keepers” transport service that assists citizens with special transportation needs.

## **Pedestrians & Bicycles**

The size and scale of the City of College Place make it an enjoyable place to bike and walk. Sidewalks are an obvious way to maintain and enhance the ‘walkability’ of a community. College Avenue, SE 12<sup>th</sup> St. and Larch Avenue are the main areas of the City with continuous sidewalks. The CARS project will widen sidewalks along the City’s main boulevard to ten feet and also add a ten-foot multi-use path along the south side of Rose Street. The recent extension of E. Whitman Drive includes sidewalks that are expected to ultimately provide continuous access to the west side of the city. Development in the City that occurred before 1980 did not require sidewalks to be installed. Consequently, the majority of the established neighborhoods in College Place do not have sidewalks.

Bicycles are another important mode of transportation in College Place. In 1997 the “*Walla Walla Regional Bicycle and Pedestrian Plan*” was developed by the Walla Walla Regional Bicycle-Pedestrian Advisory Committee. The committee was established by the cities of College Place and Walla Walla and by Walla Walla County to develop and implement the plan. In 2005, the Walla Walla Regional Bicycle and Pedestrian Plan was incorporated into the RTPO’s Regional Bicycle and Pedestrian Plan by reference. The plan sets forth a 20 year comprehensive bicycling and pedestrian system for the Walla Walla region and includes an inventory of the City of College Place’s existing bicycle routes. Including the following:

- College Avenue between SE 12<sup>th</sup> and NE ‘C’ Street
- NE ‘C’ Street between College Avenue and Myra Road
- Myra Road between ‘C’ Street and SE 12<sup>th</sup> St.

- SE 12<sup>th</sup> Street between Myra Road and College Avenue
- Whitman Drive from Myra Road to west city limit
- S R 125 between S. College Avenue and the Old Milton Highway

Currently, none of these streets are signed as bicycle routes and, with the exception of the Whitman Drive extension to Myra Road, the bicycles share the City's streets with the much more dominant auto and truck traffic.

### **Aviation**

The Walla Walla Regional Airport, located directly northeast of Walla Walla, has been an active aviation center since before World War II. It is run by the Port of Walla Walla and provides passenger and cargo services.

The privately owned, public use Martin Airfield located just west of the City of College Place on Whitman Drive has been an active airport since the early 1940s. Originally, the airfield provided flight training for World War II aviators.

The airport's elevation is 750', allowing the field to be used as an alternative landing site when the Walla Walla Airport at 1250' elevation is below minimums. Martin Field has a paved runway length of 3,840', 60' wide, with pilot controlled lighting. There is also a parallel 2600' grass runway. The airport provides VOR and GPS instrument approach.

Based on a Washington State Department of Transportation study, it is estimated that Martin Field produces an economic benefit to Walla Walla County of more than \$1,000,000 annually.

Currently, approximately 54 privately owned airplanes are based at the airfield. Maintenance, fuel and inflight instruction are also provided onsite. The owners have instituted various noise abatement procedures to help minimize aircraft noise over housing areas.

The airfield was included in the College Place Urban Growth Area in 2005. Further development in the area will include protection from incompatible development.

### **Rail**

Passenger train service is available in Pendleton, Oregon, and the Tri-Cities. The Blue Mountain Rail Road provides rail service for shipment of goods to and from the College Place/ Walla Walla area. In 2006, the Port of Walla Walla completed the Railex produce distribution center at the Port's Dodd Road Industrial Park.

### **Water**

Transportation by water is available approximately 30 miles to the west on the Columbia River. Large amounts of grain and other commodities are shipped to and from Portland, 200 miles to the west, via the Columbia River. Passenger cruise ship traffic has increased on the Columbia/Snake Rivers with service from Portland, OR to Lewiston, ID.

### **Existing Functional Classifications**

Transportation systems have a hierarchy of streets that provide through-movement and land access functions. Streets are classified based on these functions. All streets in College Place are classified according to the functions they serve.

State law requires that cities and counties classify their streets based on federal and state guidelines (the legal basis for the classification of streets is found in RCW 35.78.10 and RCW 47.26.180). A functional classification system establishes a hierarchy of streets that reflects the type, amount, and speed of traffic in conjunction with surrounding development. The following classifications are based on Federal Highway Administration and Washington State Department of Transportation guidelines and criteria.

**Principal arterials** serve the highest volumes of traffic and provide routes going into, out of, and through the City.

**Minor arterials** connect to principal arterials and serve traffic within the city and some through traffic. Traffic is predominantly controlled with stop signs along abutting streets. Parking is allowed along most sections of minor arterials within the City limits.

**Collector streets** serve internal circulation, connect to arterials, and provide property access. Most of the collector streets are two-lane undivided streets with stop sign control along abutting streets.

**Local streets** provide access to individual properties and may connect to an arterial. Curb and gutter sections exist within some areas of the City and are bordered by planting strips and sidewalks. Where a local access street joins an arterial there is usually stop sign control. Traffic control signs are generally not needed at low volume intersections of local streets.

Table TR-1 below lists current Federal functional city street classifications.

**Table TR-1  
Existing Functional Classifications**

Street	Functional Class*	Direction of Travel	Parking	Function
<b>East-West Streets</b>				
<i>Rose</i>	<i>principal arterial</i>	<i>both ways</i>	<i>none **</i>	<i>thru</i>
<i>Whitman, W of College</i>	<i>collector</i>	<i>both ways</i>	<i>parallel</i>	<i>thru</i>
<i>Whitman, E of College</i>	<i>minor arterial</i>	<i>both ways</i>	<i>parallel</i>	<i>thru</i>
<i>C Street, between Larch &amp; Myra</i>	<i>minor arterial</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>
<i>Fourth, between Larch and Davis</i>	<i>collector</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>
<i>Twelfth, between Myra and College Ave.</i>	<i>minor arterial</i>	<i>both ways</i>	<i>parallel</i>	<i>thru</i>
<i>SR- 125</i>	<i>freeway</i>	<i>both ways</i>	<i>none</i>	<i>thru</i>
<i>Taumarson</i>	<i>minor arterial</i>	<i>both ways</i>	<i>none</i>	<i>local</i>
<i>Meadowbrook Blvd.</i>	<i>minor arterial</i>	<i>both ways</i>	<i>none</i>	<i>local</i>
<b>North-South Streets</b>				
<i>Davis, between Whitman and 4<sup>th</sup></i>	<i>collector</i>	<i>both ways</i>	<i>restricted</i>	<i>local</i>
<i>College Ave</i>	<i>principal arterial</i>	<i>both ways</i>	<i>parallel/none</i>	<i>local</i>
<i>SE Date</i>	<i>collector</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>
<i>Larch</i>	<i>minor arterial</i>	<i>both ways</i>	<i>limited parallel</i>	<i>thru</i>
<i>All Other Streets</i>	<i>local access</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>

\* Consistent with State of Washington Department of Transportation

\*\* Upon completion of CARS project.

### Pending Functional Classifications

In order to address future deficiencies and anticipate future transportation needs, the City has requested functional reclassification of the following City streets consistent with land use requirements. The following chart shows streets whose classification is pending.

**Table TR-2  
Pending Functional Classifications**

<b>Street</b>	<b>Functional Class</b>	<b>Direction of Travel</b>	<b>Parking</b>	<b>Function</b>
<b>East-West Streets</b>				
<i>Lamperti, Meadowbrook to College</i>	<i>minor arterial</i>	<i>both ways</i>	<i>none</i>	<i>thru</i>
<i>SW 12th, College to west city limits</i>	<i>collector</i>	<i>both ways</i>	<i>parallel</i>	<i>thru</i>
<i>“C” St., College to Larch</i>	<i>collector</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>
<i>SW 4<sup>th</sup> St., Davis to Homestead (future collector corridor)</i>	<i>collector</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>
<i>Academy Way, Whitman to 4th</i>	<i>collector</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>
<b>North-South Streets</b>				
<i>Lambert</i>	<i>collector</i>	<i>one way</i>	<i>parallel</i>	<i>thru</i>
<i>Davis, 4<sup>th</sup> to College (future collector corridor)</i>	<i>collector</i>	<i>both ways</i>	<i>restricted/parallel</i>	<i>local</i>
<i>Ash, “C” St. to 4<sup>th</sup> St. Designation, 8<sup>th</sup> to 12<sup>th</sup></i>	<i>collector</i>	<i>both ways</i>	<i>restricted/parallel</i>	<i>local</i>
<i>Doans, Whitman to city limits</i>	<i>collector</i>	<i>both ways</i>	<i>restricted/parallel</i>	<i>thru</i>

Figure TR-1 shows current Federal functional classifications for city streets as well as pending functional reclassification requests.

**Out-of-City Functional Classifications**

Several important arterials either enter or are aligned adjacent to City of College Place city limits. These are noted in the table below.

**Table TR-3  
Streets Outside Entering/Adjacent to City Limits**

<b>OUTSIDE CITY LIMITS</b>				
<b>East-West Streets</b>	<b>Classification</b>	<b>Direction</b>	<b>Parking</b>	<b>Type</b>
<i>Wallula</i>	<i>minor arterial</i>	<i>both ways</i>	<i>parallel</i>	<i>thru</i>
<i>Mojonnier Road</i>	<i>minor arterial</i>	<i>both ways</i>	<i>none</i>	<i>local</i>
<b>North-South Streets</b>				
<i>Myra Road</i>	<i>minor arterial</i>	<i>both ways</i>	<i>none</i>	<i>thru</i>

The Wallula and Mojonnier Road also function as a part of the Freight and Goods Transportation System (see Table TR-5).

**Traffic Volumes**

The following table provides the average weekday traffic volumes for College Ave. and Dalles Military Road for the years 2007, 2017, and 2027. These are older traffic forecasts taken from the RTPPO Walla Walla/College Place Traffic Circulation Study published in May of 2004. The study used a 1.5% annual calibration rate to project growth, consistent with the comprehensive plan (see p. 11 of the study). These values will be updated once regional transportation modeling is conducted by the WWMPO. 2012 counts taken for the CARS project are included for comparison. The 2012 CARS traffic counts are be lower than originally projected. This could be in part due to the economic downturn and the extension of Myra Road to State Highway 12 to the north.

**Table TR-4  
Projected Traffic Volumes**

<b>Name</b>	<b>Location</b>	<b>2007 ADT</b>	<b>2012 CARS</b>	<b>2017 ADT</b>	<b>% Increase</b>	<b>2027 ADT</b>	<b>% Increase</b>
4th Street	West of Larch Avenue	3821		4845	27%	5869	21%
4th Street	West of Davis Avenue	1437		1822	27%	2207	21%
12th Street	East of Broadway Avenue	4480		5680	27%	6880	21%
12th Street	West of Larch Avenue	5517		6995	27%	8473	21%
12th Street	East of Larch Avenue	7958		10089	27%	12221	21%
12th Street	East of College Avenue	3786		4800	27%	5814	21%
Academy Way	South of Whitman Drive	857		1086	27%	1316	21%
C Street	East of College Avenue	2157		2735	27%	3313	21%
College Ave	North of SR 125	3237		4104	27%	4971	21%
College Avenue	North of 12th Street	7870		9978	27%	12086	21%
College Avenue	South of 12 <sup>th</sup> (13 <sup>th</sup> ) Street	6924	7102	8778	27%	10633	21%
College Avenue	South of 4th Street	9141	8256	11590	27%	14039	21%
College Avenue	North of 4th Street	8626		10937	27%	13247	21%
College Avenue	North of 6th Street	8566		10860	27%	13155	21%
College Avenue	South of 6th (8 <sup>th</sup> ) Street	8627	(8413)	10938	27%	13249	21%
College Avenue	South of Whitman Drive	8690		11018	27%	13345	21%
College Avenue	North of Whitman Drive	8817	5875	11178	27%	13540	21%
Dalles Military Rd.	West of Myra Road	7648		9697	27%	11746	21%
Date Avenue	South of 8th Street	834		1058	27%	1281	21%
Date Avenue	South of 6th Street	829		1051	27%	1273	21%
Davis Avenue	South of Whitman Drive	1360		1724	27%	2088	21%
Gose St.	South of Wallula Avenue (North of Rose)	1714	(2945)	2173	27%	2632	21%
Larch Avenue	South of 12th Street	4446		5637	27%	6828	21%
Larch Avenue	North of 12th Street	3352		4250	27%	5148	21%
Larch Avenue	South of 4th Street	3741		4743	27%	5745	21%
Larch Avenue	North of 4th Street	5117		6488	27%	7859	21%

Larch Avenue	South of Mockingbird Drive	3180		4031	27%	4883	21%
Meadowbrook	North of SR 125	5991		7596	27%	9200	21%
Peppers Br. Road	South of Taumaron Road	620		787	27%	953	21%
Rose Street	East of College Avenue	3221	2404	4084	27%	4947	21%
Rose Street	East of Damson Street	3603	2731	4568	27%	5533	21%
Rose Street	West of Myra Road	7091	5118	8990	27%	10889	21%
Taumaron Road	South of SR 125	2613		3313	27%	4013	21%
Taumaron Road	East of Peppers Bridge Road	2363		2996	27%	3629	21%
Whitman Drive	East of Hussey Street	1133		1437	27%	1741	21%
Whitman Drive	West of College Avenue	3391		4300	27%	5208	21%
Whitman Drive	East of College Avenue	1088		1379	27%	1670	21%

Source Walla Walla/College Place Traffic Circulation Study May 2004, Benton-Franklin-Walla Walla Regional Transportation Planning Organization

Note: Traffic projections based on Average Weekday Volume Both Ways at a 3% regional (non-compounding) growth rate.

## Level of Service

Level of Service (LOS) is a qualitative measure of traffic flow, generally in terms of speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service are defined. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. More specifically, LOS A describes free-flow conditions where drivers experience minimal or no delay. LOS F describes stop-and-go conditions where long delays are experienced by most drivers in the traffic stream.

The LOS for intersections is based on a calculated average vehicle delay incurred by vehicles entering the intersection during the peak hour. A capacity deficiency for signalized intersections is defined as intersections operating below LOS D. Minimum arterial (primary and minor) and collector standards are also set a minimum LOS of D. There are currently no signalized intersections operating below this level.

For unsignalized intersections a capacity deficiency occurs at a LOS F. There are no unsignalized intersections operating at this level. The unsignalized intersections in the City appear to be operating at a LOS C or better.

It should be noted that this system of measuring the functioning of a roadway is a transportation industry standard. It is employed by the State Department of Transportation (DOT) and the majority of jurisdictions in the state. This system is used here to provide consistency of measurement between the City, DOT, the County and the City of Walla Walla. Consistency in approach and standards between adjacent jurisdictions is a goal of GMA.

### **System Deficiencies**

A review of the current and projected levels of service for selected road segments in the City of College Place was conducted by the Benton-Franklin Council of Governments Transportation Programs Office in 2004. The analysis estimates that levels of service in some areas of College Place will drop below the minimum standard LOS of D. However, those findings will be updated under the up-coming WWVMPO regional modeling effort.

The 2004 study found that federally-classified streets in College Place operated at acceptable levels of service. College Avenue between 2<sup>nd</sup> Avenue and 4<sup>th</sup> Avenue was predicted to have LOS E by 2025 under the no-build scenario; however, the build scenario predicted LOS D. Similar 20-year LOS E deficiencies alleviated under the build scenario were reported for the Taumarson approach to SR 125 and for 4<sup>th</sup>.

Since the study, Whitman Road was extended to Myra Road is now complete with a signal at the intersection of Myra and Whitman. In the future, an additional signal is planned for the intersection of Garrison Village Way and Myra road. The C Street approach to Myra Road was projected to operate at LOS E by 2015 and LOS F by 2025. The Meadowbrook approach to SR 125 was predicted to operate at LOS E by 2025 under both the build and no-build scenarios.<sup>1</sup>

### **Impacts to State-owned Transportation Facilities**

HB 1487 (the “Level of Service Bill”) was passed in the 1998 Legislative session. This bill requires the City of College Place to inventory state-owned transportation facilities within the City and determine impacts to these facilities from the growth assumptions made in the land use element of the City’s plan.

Nearly 1.5 miles of State Route 125 runs through the southern boundary of the City from mile post 1.63 to 3.15. The annual average daily traffic (AADT)

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<sup>1</sup> Regional Transportation Plan for the Tri-cities Metropolitan Area and the Benton-Franklin-Walla Walla RTPO 2006 – 2025, (Benton-Franklin Council of Governments, November 2006), 8 – 21 – 8-22.

from milepost 1.63 to 2.48 is 11,551 and from milepost 2.48 to 3.15 is 6,346 (source: *Washington State Department of Transportation South Central Region*).<sup>2</sup>

The Walla Walla/College Place Traffic Circulation Study pointed out some intersection deficiencies on SR 125. The south approach to College Avenue is predicted to have LOS F by 2025. As noted in Table TR-4, it's expected that the ADT on College Ave at the SR 125 intersection will increase by about 48 percent by the year 2027 (from 4,863 to 7,160 ADTs). Consequently, it's possible to assume that growth within the City of College Place could impact SR 125 by adding approximately 1,493 daily trips to the highway by 2020.

### **Freight and Goods Transportation System (FGTS)**

The City of College Place transportation system overlaps and is impacted by a wider network of FGTS classified routes. The FGTS routes include State Route 125 as well as a number of urban and county routes that the City will be monitoring as it proceeds with transportation planning. Urban and County FGTS routes of interest are noted in Table TR-5 below:

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<sup>2</sup> Ibid, 8-25.

**Table TR-5  
FGTS Routes of Interest\***

<i>State FGTS Routes</i>	
<i>Name</i>	<i>Classification</i>
<i>US Highway 12</i>	<i>T2(4 – 10 million tons annually)</i>
<i>State Route 125</i>	<i>T2</i>

<i>County FGTS Routes</i>	
<i>Name</i>	<i>Classification</i>
<i>Heritage Road (Old US Highway 12)</i>	<i>T3 (300,000 to 4 million tons annually)</i>
<i>Gose Street</i>	<i>T3</i>
<i>Last Chance Road</i>	<i>T4 (100,000 to 300,000 tons annually)</i>
<i>Mojonnier Road (west of College Avenue)</i>	<i>T4</i>
<i>Plaza Way</i>	<i>T4</i>
<i>Wallula Avenue</i>	<i>T4</i>

<i>Urban FGTS Routes</i>	
<i>Name</i>	<i>Classification</i>
<i>North College Avenue</i>	<i>T4</i>
<i>Wallula Avenue</i>	<i>T4</i>
<i>Whitman Drive</i>	<i>T4</i>
<i>Evans Avenue</i>	<i>T4</i>
<i>Hussey Street</i>	<i>T4</i>

It is expected that Myra Road will also be classified as a FGTS route once the connection to US Highway 12 is complete.

## **Transportation Facility Plan**

The City has made significant progress in upgrading existing transportation infrastructure and adding new roads. Table TR-6 lists significant projects completed in the previous six-year plan cycle.

Each year the City is required to adopt a six-year transportation improvement plan. In early 2011, the City began taking steps to consolidate a number of planned transportation improvements under a single, large-scale reconstruction project. This project became known as the College Avenue/Rose Street (CARS) reconstruction project. Due to its scale, the CARS project included many of the city council-adopted six-year plan projects as well as projects that had been originally planned for later construction. Table TR-7A lists these consolidated projects and those projects already in-process and funded for completion during the current six-year planning cycle. Table TR-7B lists additional projects adopted by council for construction during the current six-year cycle.

Table TR-8 lists longer term, ten year projects. In addition to the six and ten-year transportation improvement plans, the City continues to identify long-term transportation projects (Table TR-9 ) that may be placed on either of the plans for funding depending upon available funding and transportation pressures that develop.

Adoption of this plan and this appendix recognizes that projects on the ten-year and long-term transportation improvement plan project lists are candidates for construction as six-year transportation improvement plan projects where funding becomes available and/or where transportation pressures increase these projects' priority over one or more of those projects currently on the list. Many of these projects correspond to the pending federal road classifications requested by the city.

In order to further refine its transportation planning and to ensure appropriate allocation of funding, the City of College Place will be pursuing the opportunity to jointly develop an updated traffic model across the new WWMPO jurisdictional area.

**Table TR-6  
Significant Projects-Completed**

<b>Description</b>	<b>Orig. Plan Classification</b>	<b>Road Status</b>	<b>Federal Classification</b>	<b>Year</b>	<b>Funding</b>	<b>Cost (w/Utilities)</b>
East Whitman Drive Extension (Larch to Myra)	6-year	New	Minor Arterial	2008	ARRA, Local	\$3,190,000
New Signal @ Whitman Dr. & Myra Rd	10-year	New/Existing	Minor Arterial	2008	PWTF, Local	(Included above)
Commercial Drive Construction (Scenic View to Myra)	6-year	New	Local	2008	PWTF, Local	\$2,970,000
Whitman Drive Multi-use Path	6-year	New	N/A	2009	STP/Local	\$120,000
Whitman Drive Central Corridor (Academy to Larch)	6-year	Existing	Minor Arterial/ Collector	2011	TIB/Local	\$1,900,000
Myra Road Project (SR-125 to Dalles-Military Rd/12th St )	6-year	Existing	Minor Arterial	2014	STP, TIB, Local	\$4,600,000
<b>Total</b>						<b>\$12,780,000</b>

**Table TR-7A  
Consolidated/In-process Six-year Transportation Improvement Plan Projects (2014 - 2015)**

<b>Description</b>	<b>Orig. Plan Classification</b>	<b>Road Status</b>	<b>Federal Classification</b>	<b>Year</b>	<b>Funding</b>	<b>Cost (Estimated)</b>
CARS – Grind & Overlay (SE Cedar Bend to SR125)	6-year	Existing	Principal Arterial	2014	TIB, Local	\$300,000
Taumaron Road Reconstruction*	6-year	Existing	Minor Arterial	2014	STP, TIB, Local	\$3,540,000
SE 9th & SE Cedar*	6-year	Existing	Local	2014	Local	\$180,000
NE Cedar Ave. (A to C)*	6-year	Existing	Local	2015	Local	\$180,000
CARS – Phase 1 (Carey Court to Whitman)*	10-year	Existing	Principal Arterial	CARS-2015	STP, TIB, CERB, 9/10's, Local	\$6,220,000
Rose Street Improvements (College Ave. to Lambert St.)	10-year	Existing	Principal Arterial	CARS-2015	STP, TIB, CERB, 9/10's, Local	(Included above)
College & Rose Intersection Improvements	6-year	Existing	Principal Arterial	CARS-2015	STP, TIB, CERB, 9/10's, Local	(Included above)
College Avenue & Whitman Intersection (new signal)	10-year	Existing	Principal Arterial	CARS-2015	STP, TIB, CERB, 9/10's, Local, Private	(Included above)
CARS – Phase 2 (Whitman to 12th)*	10-year	Existing	Principal Arterial	CARS-2015	STP, TIB, CERB, 9/10's, Local	\$5,810,000
College Avenue Phase (Whitman – 4th)	10-year	Existing	Principal Arterial	CARS-2015	STP, TIB, CERB, 9/10's, Local	(Included above)
College Avenue (4th -10th)	10-year	Existing	Principal Arterial	CARS-2015	STP, TIB, CERB, 9/10's, Local	(Included above)
College Avenue Reconstruction (10th – 12th)	10-year	Existing	Principal Arterial	CARS-2015	STP, TIB, CERB, 9/10's, Local	(Included above)
College Avenue & 12th Intersection (new signal)	10-year	Existing	Principal Arterial	CARS-2015	STP, TIB, CERB, 9/10's, Local, Private	(Included above)
<b>Total</b>						<b>\$16,230,000</b>

*\*Adopted by City of College Place in June 24, 2013 as part of Six-year Transportation Improvement Plan. Project breakdowns/description shown here may differ slightly from adopted format.*

**Table TR-7B**  
**Additional Six-year Transportation Improvement Plan Projects (2015-2019)**

<b>Description</b>	<b>Plan</b>	<b>Road Status</b>	<b>Federal Classification</b>	<b>Year</b>	<b>Funding</b>	<b>Cost (Estimated)</b>
SE Meadowbrook (SR125 to Lamperti)	6-year	Existing	Minor Arterial	2016	TBD	\$870,000
NE Birch Ave (Whitman to C)	6-year	Existing	Local	2016	Local	\$170,000
SE Lamperti (College to Larch)	6-year	Existing	Minor Arterial	2018	TBD	\$1,670,000
SE 12th (College to Date)	6-year	Existing	Minor Arterial	2015	TBD	\$810,000
SE 12th (Date to Larch)	6-year	Existing	Minor Arterial	2017	TBD	\$1,010,000
SE Sky Ave (12th to Scenic)	6-year	Existing	Local	2017	Local	\$320,000
SE Dewey	6-year	Existing	Local	2018	Local	\$420,000
SE 11th (Birch to Date)	6-year	Existing	Local	2019	Local	\$350,000
SE 12th (Larch to Myra)	6-year	Existing	Minor Arterial	2019	TBD	\$2,460,000
<b>Total</b>						<b>\$8,080,000</b>

*Notes: Planning level estimates based on road type & anticipated level of complicating factors (signalization, creek crossings, widened ROW through existing*

**Table TR-8**  
**Ten-year Transportation Improvement Plan Projects**

<b>Description</b>	<b>Plan</b>	<b>Road Status</b>	<b>Federal Classification</b>	<b>Year</b>	<b>Funding</b>	<b>Cost (Estimated)</b>
Whitman Drive & Larch Avenue Intersection (new signal)	10-year	Existing	Minor Arterial	10-year	Local Funds	\$250,000
12th Ave & Larch Avenue Intersection Reconfiguration/Signal	10-year	Existing	Minor Arterial	10-year	Local Funds	\$250,000
Myra Road & Garrison Village Way Intersection (new signal)	10-year	Existing	Minor Arterial	10-year	Local/Private Funds	\$250,000
<b>Total</b>						<b>\$750,000</b>

*Notes: Planning level estimates based on road type & anticipated level of complicating factors (signalization, creek crossings, widened ROW through existing development, etc.) Costs include design and property acquisition.*

**Table TR-9  
Long-term Transportation Improvement Plan Projects**

<b>Description</b>	<b>Plan</b>	<b>Road Status</b>	<b>Federal Classification</b>	<b>Year</b>	<b>Funding</b>	<b>Cost (Estimated)</b>
SW 12th (College to west city limits)	Long-term	New	Collector	TBD	Federal/State/Local	\$1,520,000
“C” St. (College to Larch)	Long-term	Proposed Reclass	Collector	TBD	Federal/State/Local	\$1,750,000
SW 4th (Davis to Academy)	Long-term	Proposed Reclass	Collector	TBD	Federal/State/Local	\$670,000
SW 4th (Academy to Homestead)	Long-term	New	Collector	TBD	Federal/State/Local	\$1,190,000
Academy Way (Whitman to 4th)	Long-term	Proposed Reclass	Collector	TBD	Federal/State/Local	\$690,000
Lambert (Rose to “C” St.)	Long-term	Proposed Reclass	Collector	TBD	Federal/State/Local	\$920,000
SW Davis (4th to 8th)	Long-term	Proposed Reclass	Collector	TBD	Federal/State/Local	\$700,000
SW Davis (8th to 12th)	Long-term	New	Collector	TBD	Federal/State/Local	\$1,070,000
SW Davis (12th to College)	Long-term	New	Collector	TBD	Federal/State/Local	\$1,210,000
Ash (“C” St. to 4th St.)	Long-term	Proposed Reclass	Collector	TBD	Federal/State/Local	\$1,730,000
Doans (Whitman to city limits)	Long-term	New	Collector	TBD	Federal/State/Local	\$1,830,000
					<b>Total</b>	<b>\$13,280,000</b>
Local Streets - 20 Year Replacement Plan*	Long-term	Existing	Local	TBD	Local	\$55,500,000
					<b>Total</b>	<b>\$68,780,000</b>

*Notes: Planning level estimates based on road type & anticipated level of complicating factors (signalization, creek crossings, widened ROW through existing  
\*Assumes all local roads to be reconstructed over next 20 years. Total length of local roads: 20.16 miles based WWMPO 11/5/13 data.*

## City of College Place 20-year Financial Analysis

The City of College Place was projected to generate \$11.9 million in revenue from 2006 to 2025. Of this total, \$9.3 million (78%) was projected to be needed to maintain and operate the system and \$2.6 million (22%) was projected to be available for improvements (see Table TR-8). At the end of the 20-year planning horizon, the city will have an ending balance of \$8,000.<sup>3</sup>

**Table TR-10**  
**20-Year Financial Analysis**

<b>Year</b>	<b>Forecast Revenue</b>	<b>Forecast M&amp;O Costs</b>	<b>Project Revenue</b>	<b>Project Costs</b>	<b>Ending Balance</b>
<i>2006-</i>					
<i>2015</i>	<i>5,939,000</i>	<i>4,675,000</i>	<i>1,264,000</i>	<i>1,260,000</i>	<i>4,000</i>
<i>2016-</i>					
<i>2025</i>	<i>5,939,000</i>	<i>4,675,000</i>	<i>1,264,000</i>	<i>1,260,000</i>	<i>4,000</i>
<b>Total</b>	<b>11,878,000</b>	<b>9,350,000</b>	<b>2,528,000</b>	<b>2,520,000</b>	<b>8,000</b>

## Transportation Demand and Management

The City of College Place is a small community located in a rural environment in proximity to the City of Walla Walla. The City is pursuing the extension and connection of pedestrian and bicycle routes as the most appropriate transportation demand management strategies given that the longest commonly taken routes are only several miles in distance. Examples of this include the introduction extension of multi-use paths to the east and west along Whitman Drive as well on-going requirements that new developments provide pedestrian access.

In addition, the City of College Place cooperates with Valley Transit, a separate taxing authority providing bus and dial-a-rides services. In addition to regular bus services, Valley Transit also offers services to disabled customers and those with certain fixed incomes.

For regular commuters to the Tri-cities area, a new park-and-ride facility was constructed as part of the Myra Road Extension project currently being jointly constructed by the County of Walla Walla, the City of Walla Walla, and the City of College Place. The facility is located adjacent to the City of College Place city limits at the new intersection of Rose Street and Myra Road. A second park-and-ride facility served by a private shuttle to the Tri-cities area

<sup>3</sup> Regional Transportation Plan for the Tri-cities Metropolitan Area and the Benton-Franklin-Walla Walla RTPO 2006 - 2025, (Benton-Franklin Council of Governments, November 2006) G-9.

is also available in the private parking of the commercial facility located at the intersection of College Ave. and Blalock Ave. in College Place.

LOS improvements associated with implementing transportation demand measures will be assessed and implemented in connection with the City's efforts to develop an updated, multi-jurisdictional traffic model.

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# CITY OF COLLEGE PLACE



## City Officials

Julie L. Scott, Mayor  
 Patrick Reay, City Administrator  
 Jonathan Rickard, Senior Planner  
 Paul Hartwig, Public Works Director  
 Robert Gordon, P.E., City Engineer

# FUNCTIONAL STREET CLASSIFICATION WSDOT

FIGURE: TR-1

NOT TO SCALE  
 REVISED:06-18-2014

NOTE: Extension of transportation system beyond city limits not shown.

**Legend**

- State Highways
- Public Roads
- Private Roads
- Railroads
- Rivers/Streams
- College Place City Limits
- College Place Urban Growth Area Boundary
- Taxlots

**FEDERAL FUNCTION CLASSIFICATIONS**

- Freeway
- Principal Arterial
- Collector
- Minor Arterial

**PROPOSED CLASSIFICATIONS**

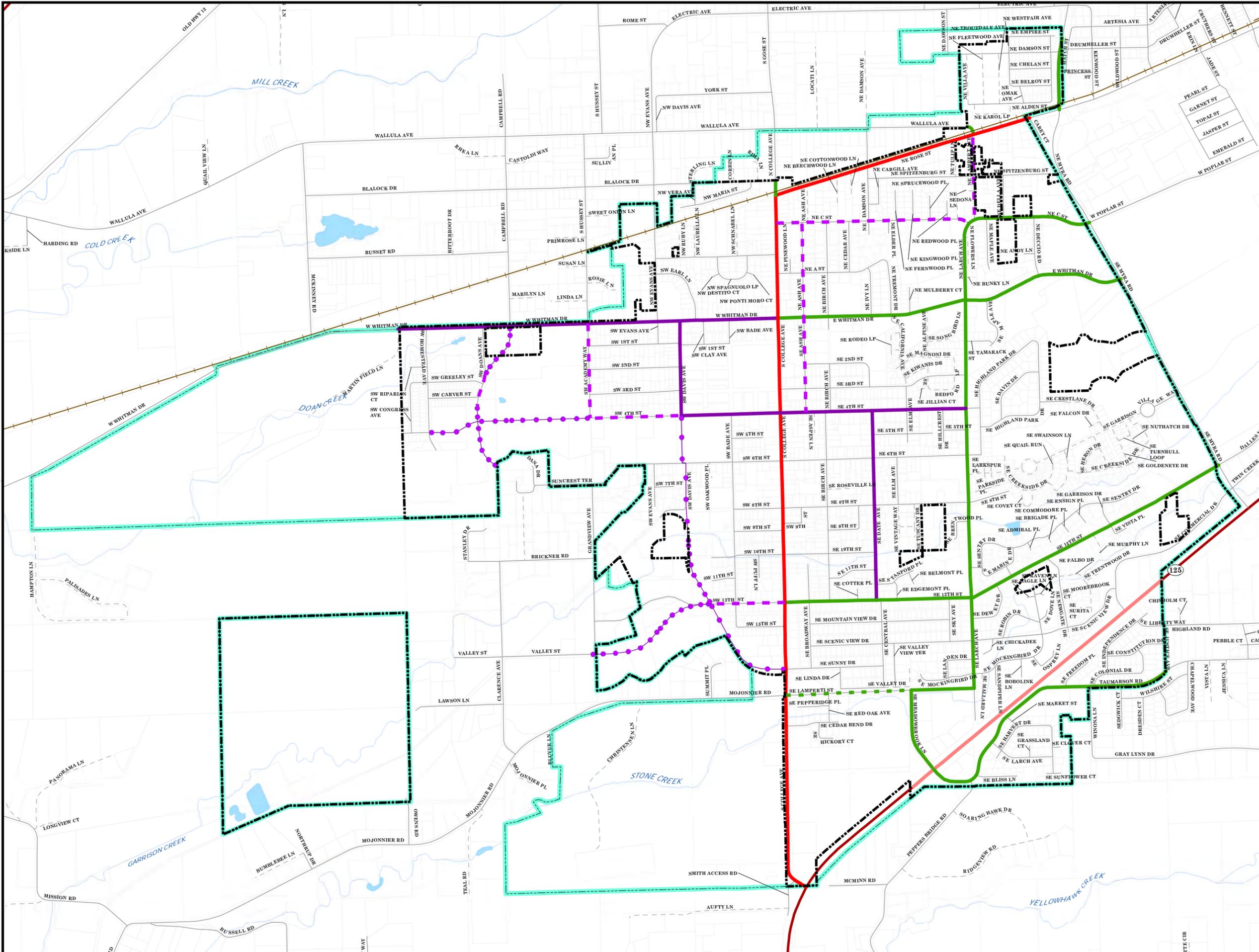
- Proposed Existing - Minor Arterial
- Proposed Existing - Major Collector
- Proposed Future - Major Collector



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# CITY OF COLLEGE PLACE



## City Officials

Mayor: Edward Ammon  
 City Administrator: Patrick H. Reay  
 City Engineer: Robert Gordon P.E.  
 Community Development Dir.: Kathy Bowman  
 Public Works Director: Paul Hartwig

# FUNCTIONAL STREET CLASSIFICATION

## LTAP

### FIGURE TR-3



NOT TO SCALE

### Legend

#### ROADS

#### LTAP FFC

- MINOR ARTERIAL
- PRINCIPAL ARTERIAL
- RAILROADS
- RIVERS/STREAMS

#### CITY LIMITS

TAX LOTS

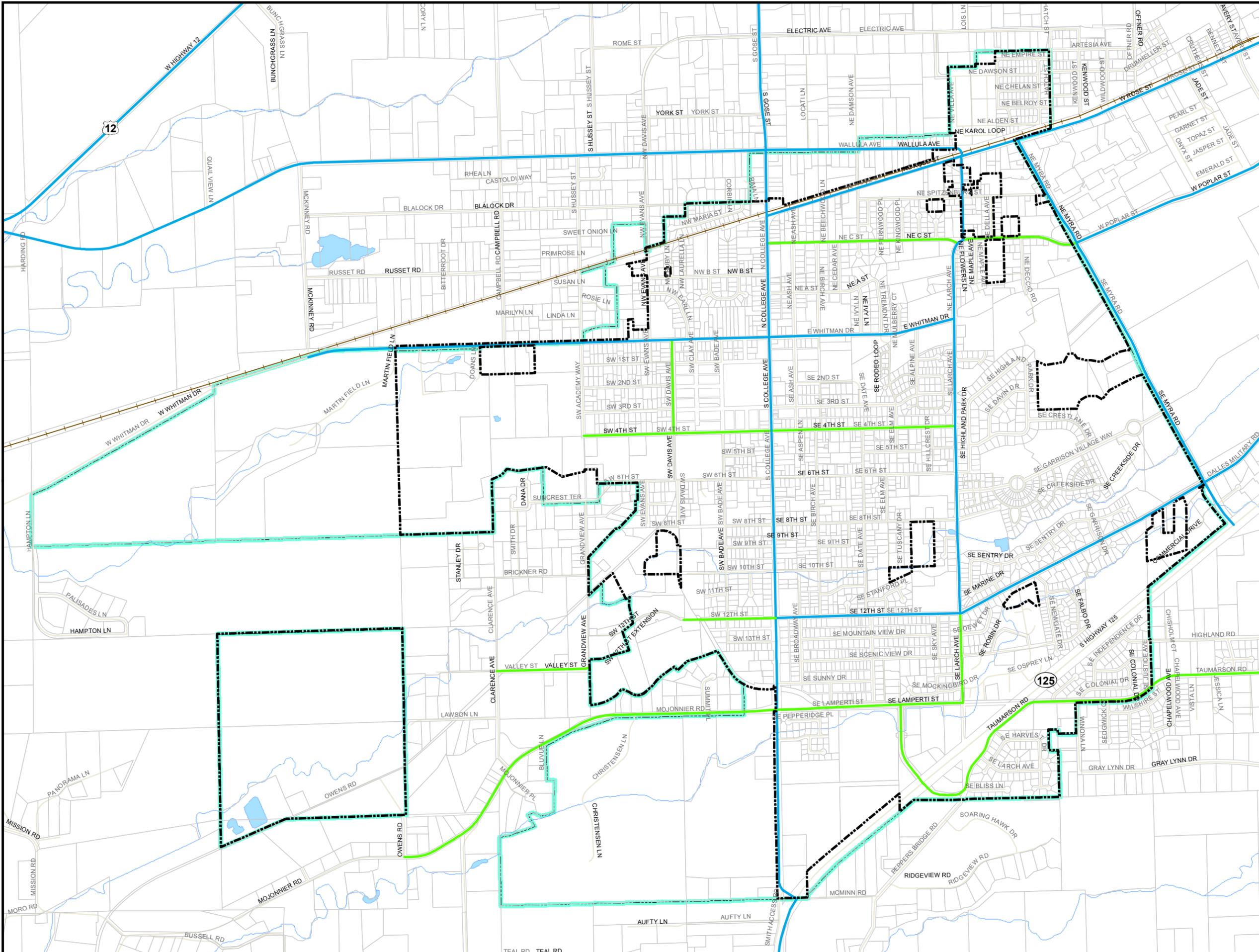
CITY UGA

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# CITY OF COLLEGE PLACE



## City Officials

Mayor: Edward Ammon  
 City Administrator: Patrick H. Reay  
 City Engineer: Robert Gordon P.E.  
 Community Development Dir.: Kathy Bowman  
 Public Works Director: Paul Hartwig

## MARTIN AIRFIELD IMAGINARY SURFACES FIGURE TR-4



REVISED: 3/17/2008

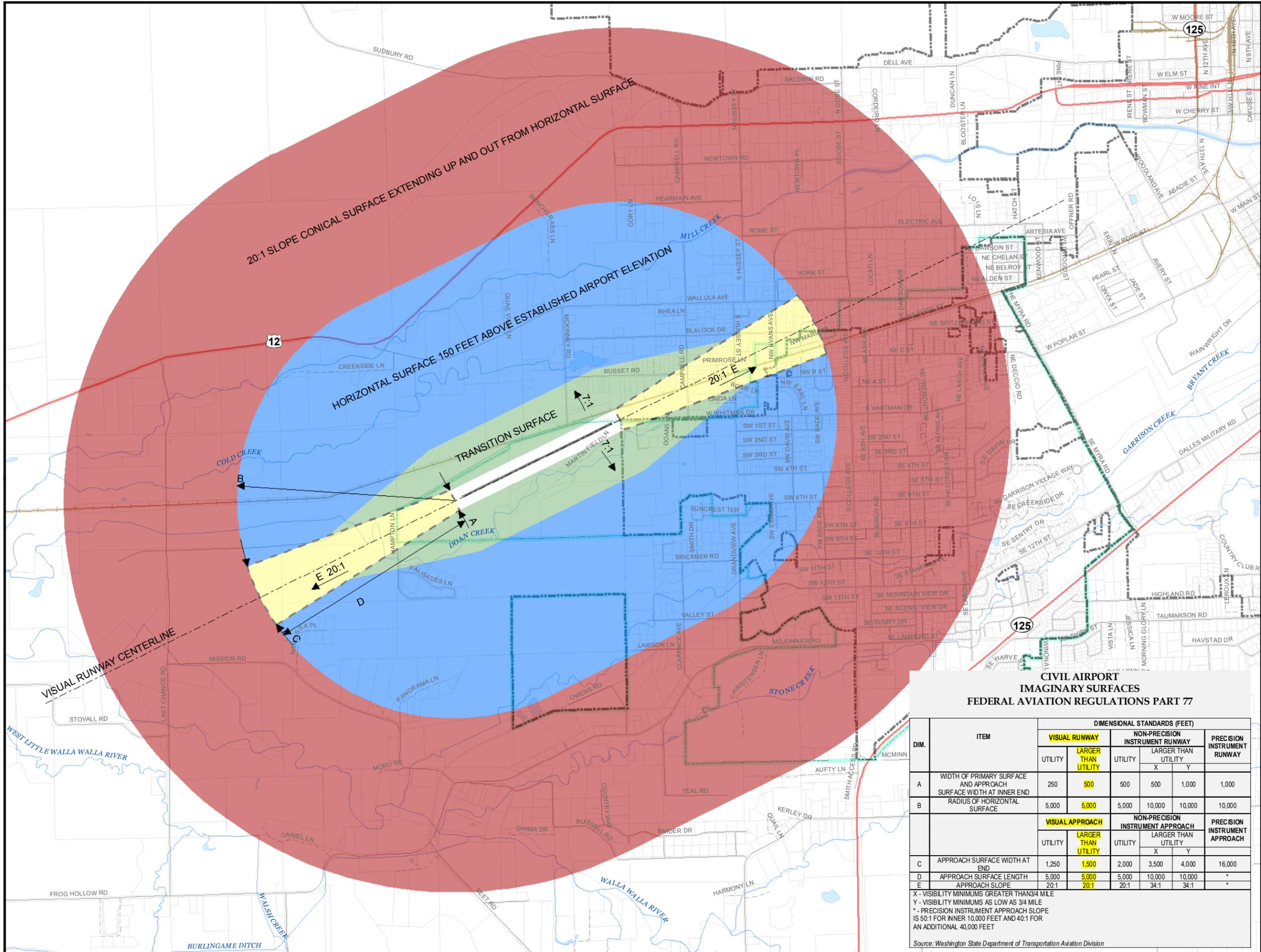


### Legend

- COLLEGE PLACE CITY LIMITS
- CITY UGA
- RAILROADS
- STATE HIGHWAYS
- PUBLIC ROADS
- PRIVATE ROADS
- RIVERS/STREAMS
- TAX LOTS

### SURFACE SLOPE KEY

- APPROACH SURFACE @ 20:1 SLOPE
- CONICAL SURFACE @ 20:1 SLOPE ABOVE HORIZONTAL
- HORIZONTAL SURFACE @ 150 FT
- PRIMARY SURFACE
- RUNWAY
- TRANSITION SURFACE @ 7:1 SLOPE



### CIVIL AIRPORT IMAGINARY SURFACES FEDERAL AVIATION REGULATIONS PART 77

DIM.	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
		UTILITY	LARGER THAN UTILITY	UTILITY	LARGER THAN UTILITY		
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH		PRECISION INSTRUMENT APPROACH	
		UTILITY	LARGER THAN UTILITY	UTILITY	LARGER THAN UTILITY		
		X	Y	X	Y		
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

X - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE  
 Y - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE  
 \* - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

Source: Washington State Department of Transportation Aviation Division

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# Parks & Open Space Appendix

## Introduction

The Parks and Open Space Element and this related Appendix have been developed in accordance with the Growth Management Act (GMA). The Element and Appendix also serves as the City's Park & Recreation Plan and is consistent with the requirements of the Recreation and Conservation Office (RCO) for funding eligibility. The content has been determined by the nature, location and size of existing park, recreation, open space and trail/bikeway facilities in the vicinity.

The City has a history of involving its citizens in park planning issues. Individuals and organizations in participation with the City have been responsible for acquisition and development of the community's park and recreation resources. This type of public/private involvement will continue to be the source of park and open space development within the City. Below are some highlights of the public process.

In October and November of 1982, the City conducted a community opinion survey of every household in the City, with a few surveys also distributed to areas surrounding the City. The survey was sponsored by the College Place Planning Commission, a Citizen's Advisory Committee, local businesses, Walla Walla University, Washington State University and Partnership for Rural Development. The survey was completed by 62% of the recipient households.

In December, 1983, the City of College Place adopted a Comprehensive Plan which contained an Open Space Element. The City Planning Commission held over 100 public meetings and workshops and in addition the City Council held hearings during the preparation of this plan.

Also, in May 1984, the City adopted a zoning ordinance which implements the Comprehensive Plan. This Ordinance established a Public Reserve (PR) district the purpose of which is "to provide for the retention of lands necessary for open space, parks..."; a Planned Unit Development (PUD) zoning overlay district which requires 15% of common open space for a PUD containing residential development (10% for PUDs consisting of Commercial or Industrial uses); and a Mobile Home Park (MHP) district which requires the provision of 300 square

feet per mobile home of usable common open space. There were 20 public meetings and hearings before the Planning Commission and City Council prior to adoption of the Ordinance.

During the Planning process for the Comprehensive Plan revision in 1988 and 1989, the City randomly distributed 400 Park and Recreation Surveys to utility customers and 108 or 27% were returned. The survey shows that the citizens are generally happy with the number and appearance of the parks and recreation facilities. Walking and biking paths and improved restrooms continue to be priorities.

During the 2007 update open houses were held where participants were asked to identify where new parks are needed, resulting in the development of Figure P-1.

In 2008, the City adopted the College Place Parks and Open Space Plan, extracted from and based on the City's Comprehensive Plan.

As part of the 2014 Park and Open Space Plan amendment cycle an online survey was conducted utilizing SurveyMonkey. To encourage participation, ads were placed in the local newspaper, linked on the city website and public notice signs were posted in each park. QR Codes were utilized in the ads and public notices to ease participation in the survey. Also, during the park plan amendment open house, paper copies of the survey were available. As with surveys of years past the citizens are generally happy with the city parks and recreation facilities but improvements remain to be priority number one. Kiwanis Park continues to be in need of restoration. Restroom at Kiwanis Park were rated in poor condition (lacking ADA and proper location). The tennis courts were also rated as poor as was the parking lot. When asked to rank the importance of park improvements, handicapped accessible restrooms, walking trails and a splash pad were ranked as *very important* while tennis courts, basketball courts, soccer fields and pond improvements were ranked as *important*.

## Inventory

### City Parks

The City of College Place currently manages two community park sites, both of which serve the community as a whole as well as their respective neighborhoods. The City has one neighborhood park.

**Kiwanis Park** - Kiwanis Park covers 8.0 acres and provides a soccer field, a baseball field, two tennis courts, and an area for picnicking. New playground equipment was added in 2014. The park is located between Whitman Drive and 3rd Street immediately west of Davis School.

In 1950, the Kiwanis Club raised \$5,000 through donations for the purpose of purchasing and acquiring a public park. The City appropriated an additional \$5,000 and purchased approximately six acres lying north of Third Street. The club also donated the tennis courts and the City improved the playground and picnic area. Three to four additional acres were purchased in 1963 and a baseball field was subsequently installed.

**Lions Park** - Lion's Park covers 9.0 acres and provides a soccer field, softball field, community center, and areas for picnicking and fishing. Garrison Creek flows through the park. A girl's softball league and a soccer league use Lions Park. The park is located along Larch Avenue at 8th Street.

In 1965, Virgil and Lucyreta Davin donated approximately nine acres to the City of College Place for park purposes. Using the donated property as an in-kind match, the City received \$15,566.00 from IAC to develop the park, install a ball field, construct a junior fishing and duck pond, install a sprinkler system and sanitary facilities. Much of the work performed was done with volunteer labor. The community building at the park was built by the Lions, donated to the City and is leased back to the Lions. The playground equipment was acquired through donated fund raising efforts.

**Harvest Meadows Park** - This is a neighborhood park that is was developed in conjunction with a new subdivision immediately south, and adjacent to SR-125. The park is somewhat less than 1/2 acre in area. In 2002 the City installed a playground and replaced it in 2009 after it was destroyed by fire.

### **Other Parks**

The City of Walla Walla operates the nearby Fort Walla Walla Park.

**Fort Walla Walla Park** - Fort Walla Walla Park (200 acres) provides an amphitheater, museum, camping area, and an area for picnicking.

Table P-1 and figure P-1 inventory the parks in the City.

**Table P-1  
Park Inventory**

Key	Park	Area (acres)	Owner	Facilities
A	Kiwanis Park	8	City of College Place	2 tennis courts, picnicking, playground, baseball field, soccer field, small shelter
B	Lions Park	9	City of College Place	softball field, picnicking, kiddie fishing, pond creek, community center, soccer field, shelter, grandstand
C	Harvest Meadows Park	.5	City of College Place	open space, small playground

### **Trails and Bikeways**

While exact bike and trail routes through the Cities of Walla Walla and College Place have not yet been decided, there has been an on-going program of developing a bike path system linking Rooks Park, east of Walla Walla and Whitman Mission, west of College Place, as well as linking specific neighborhoods, parks, schools, employment and shopping areas.

At this time, as a part of the Rooks Park and Whitman Mission linkage, there exists a bike path just north of the City along Mill Creek from Rooks Park to Eastgate Lions Park in Walla Walla and from Plaza Way and SR-125, past Fort Walla Walla Park, to Larch Street in the City of College Place. There is also a path from Walla Walla Community College along Isaacs Avenue to its intersection with Mill Creek Road and a path from the Veteran’s Complex along SR-125 to Adair Vista Park in the City of Walla Walla. The County designated the vacated roadway into Whitman Mission from Last Chance Road as a bike path. The City of College Place from 2007 through 2014 added a roughly 1.68 mile stretch of multiuse bike and pedestrian pathway that extended from Myra Road West to Martin Airfield.

The City was awarded a sidewalk grant from TIB to add new sidewalks as well as the widening and replacement of existing

sidewalks in the vicinity of Davis Elementary School and Kiwanis Park. As part of this grant, E. Whitman Drive and NE Ash St were fitted with 3,425 ft of new and reconstructed sidewalk and 21 new ramps in compliance with the Americans with Disabilities Act. The Project improved pedestrian access to the College Avenue Commercial District, provide increased safety for students who walk or bike to school, and increase access to Kiwanis Park.

## **Standards**

While the City for the large part has elected to use the National Recreation and Park Association (NRPA) standards for cities with a population of 5,000-10,000, as well as the average standards for cities of this size in Washington State. It has also chosen to vary those standards in specific instances due to the unique character of the area.

More stringent standards for soccer fields were adapted due to the growing popularity of the sport with youth and also due to the higher than average Hispanic population that prefers this sport. A lower standard than average was chosen for bike paths, due to the level topography and low traffic volumes of roads in the area which make bicycling on most roads a popular and relatively safe form of recreation and travel.

The following describes the types of park and recreation facilities and the associated City standard. These standards have been adopted by the City and are based on an analysis of National Park and Recreation Association (NPR) guidelines. This provides the basis for preparing the Capital Facilities Element of this plan, for preparing grant applications and for calculating impact fees.

### **Community Parks**

The major type of active parks in the City are two community parks, Lions and Kiwanis, supplemented by special facilities at schools and regional parks located outside the City. A significant part of the population currently lives within one-half mile of these two parks. A community park provides large active open spaces for the community as a whole and may include play fields, pedestrian paths and trails, picnic facilities, play equipment, and restrooms.

The City has adopted the standard of a minimum of 2 acres of Community Park for every 1,000 people. The adopted standard for this category of park is lower than that recommended by the NRPA. Several factors figured into this including: availability and accessibility of non-city open space and facilities, the anticipated size of the City, location

and amount of existing park land, and the rural character of the surrounding area.

Property for a new community park is needed to accommodate the expanding community. A combination of grants, community matching funds and development fees are being proposed to fund the park.

### **Neighborhood Parks**

These parks are intended to serve residential areas within a block or subdivision up to a 1/4-mile radius of the park site. The minimum desirable size is half an acre. Access would be mostly pedestrian, and park sites should be located so most persons living within the service area will not have to cross a major arterial street in getting to the site. Development within a neighborhood park might include landscaping, picnic tables, bike racks, play equipment, paved courts and backboards.

The standard for neighborhood parks is 1 acre/1000 population. They should be at least one-half acre in area and located such that neighborhood residents do not have to cross an arterial street. The intent is to locate small parks in conjunction with new subdivisions and, as opportunities arise, in those areas of the City that may not be immediately accessible to the community parks.

### **Trails**

Pedestrian/bicycle trails provide connections between neighborhoods, parks, schools and other activity areas. They may also connect to other trails developed outside the City to form a regional network. Trails can also provide public access through sensitive areas and protective open spaces, such as along creeks and between incompatible land uses. The Transportation chapter has more detail on these facilities.

Trails are to be provided at a standard of .3 of a mile for every 1,000 people. The trail width would range from 10 feet to 16 feet depending on the use proposed and the terrain involved. It can be designed to accommodate both pedestrians and bicycles. If both pedestrians and cyclists are to use the trail it should be developed at a width wide enough to reduce conflicts between the different users. The surface used for this type of trail may be paved or crushed aggregate depending on the use.

### **Other Standards**

The City has also adopted standards for other recreation facilities such as ball fields, swimming pools, tennis and basketball courts, and picnic areas. These are summarized in the Needs Analysis Table P-2.

## Needs Analysis

There are two aspects to determining the need for parks:

1. Current deficits from adopted standards; and
2. Facilities required to accommodate future growth.

Using the 8,870 population estimate, Table P-2 identifies the current need based on standards and the present available acreage, and identifies whether there is a deficit (-) or a surplus (+) in acreage.

The proposed Urban Growth Boundary has been sized to accommodate a total 2025 population of 10,825 people. The park and open space need based on that potential population on the City's standards results in the need shown in Table P-2.

**Table P-2  
Needs Analysis**

Facility	Standard	Current Supply	Current Need	2007 Surplus/Deficit	2025 Need	2025 Surplus/Deficit
Softball Field	1/5,000	1	2	-1	3	-2
Baseball Field	1/5,000	1	2	-1	3	-2
Soccer Field	1/2,000	1	4	-3	6	-5
Tennis Court	1/2,000	0	4	-4	6	-6
Community Park	2 ac/1,000	17 ac.	17.7 ac.	-.7 ac.	22 ac.	-8-5ac.
Neighborhood Park <sup>(8)</sup>	1 ac/1,000	.5 ac.	8ac.	-7.5 ac.	13 ac.	-12.5 ac.
Bike Trail	.3 mi./1,000	2.28 mi.	2.4 mi.	-0.12 mi.	3.8 mi.	1.52 mi.
Kiddie Fishing	no standards set	725 feet				
Picnicking	3 tables/1,000	22 tables	24 tables	-2 tables	38 tables	-16 tables
Basketball Court	1/5,000	0	2	-2	2	-2

## Park and Open Space Plan

### Evaluation

The City of College Place has approximately 17.5 acres of open space. It appears that College Place is well within common standards. However, the parks are concentrated in the eastern one-half of the city.

Lions Park is in good condition with the exception of the south parking lot which needs to be resurfaced, entailing a relatively large expenditure, and the grandstands that need some planking replaced and concession stands that need rehabilitation which are minor costs. The playground equipment has been replaced.

Kiwanis Park is in poorer condition, needing several improvements. The parking lot is in need of resurfacing and should be enlarged since it can only accommodate 10 vehicles and the City has seen a 12% population increase from 2000 to 2012<sup>OFM</sup> and has continued at a steady 1.25% increase from 2010 to 2013<sup>OFM</sup>. The tennis courts themselves also are in need of resurfacing, suffering from severe cracks that have made the courts unsafe for use. Restrooms are isolated from the main park by a city street, are out of compliance with the Americans with Disabilities Act (ADA), unsanitary and should be replaced.

The completion of the automatic sprinkler systems at both parks is a high priority to City staff since the current manual system requires an excessive amount of labor and hence is costly to operate. Bike and walking paths are very popular in College Place and are in high demand according to past surveys. Extension of the bike path through the City should be a primary goal as well as the provision of paths in future development where desirable.

### Potential Facilities

**Southwest Garrison Creek** - The City's Comprehensive Plan Map indicates that as land is annexed and development occurs in this vicinity, land should be reserved for park purposes, particularly since there are no parks directly serving this area of the City.

**Neighborhood Parks** - Neighborhood parks of 1/2-acre or more should be a regular part of developing larger subdivisions. The City will also be alert to opportunities to acquire small parcels for neighborhood parks in areas that are currently underserved.

It is anticipated that the facilities discussed above will be partially or wholly developer financed.

### **Actions**

The City of College Place intends to place their major focus on the renovation and improvements of the existing facilities within the City. As opportunities arise through development or redevelopment other park and open space acquisitions will be considered.

**Kiwanis Park** - Kiwanis Park needs several physical improvements including installation of an automatic irrigation system, enlargement and rebuilding of the parking lot, the construction of new ADA restrooms, tennis court rebuilt into a multiuse court (tennis & basketball) and providing ADA connectivity between these facilities. It may be preferable to accomplish this all at once or in phases due to the need to plan the use of space along with the relocation of utilities.

Installation of curb and gutter along 3rd Street which borders the park has been accomplished through the residential development in the area..

**Lions Park** - Lions Park also is in need of some major improvements, particularly the installation of an automatic irrigation system and parking lot resurfacing. Since none of these activities are tied physically together, they can be accomplished over time.

**Bike Routes** - The City designates particular streets as bike routes rather than developing separate paths or street lanes. This reflects the level terrain and low traffic volumes on City streets. Bike routes are discussed in the Transportation chapter of this Plan.

## **Funding**

There are a number of funding sources available for the development of parks, open space, trails and bikeways. There are three major sources that will be utilized by College Place.

The primary source will be through development contributions. This will be in the form of impact fees or dedication and construction. The impact fees would be collected when a building permit is issued and consist of a parks fee and open space fee. The dedication and construction of these facilities would be as conditioned in the preliminary plat process for subdivisions.

Securing grant funds through various state and local programs will be a secondary source. More particularly, the City would have access to IAC (State of Washington Interagency Committee for Outdoor Recreation) grant funds, which would facilitate the development of trails. Also, the Transportation Enhancement Fund could be available for the construction of bike and pedestrian paths which connect to the larger region.

The last source the City would anticipate using is general fund dollars. These funds would be used for matching funds for the two previous sources to make up the difference between the grant funds and actual cost.

# CITY OF COLLEGE PLACE



## City Officials

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 City Administrator: Patrick H. Reay  
 City Engineer: Roberto Gordon P.E.  
 Community Development Dir.: Kathy Bowman  
 Public Works Director: Paul Hartwig

# PARKS & RECREATION

FIGURE

P-1



NOT TO SCALE  
 REVISED: 3/5/2008

### Legend

#### POTENTIAL PARK FACILITIES

##### SIZE

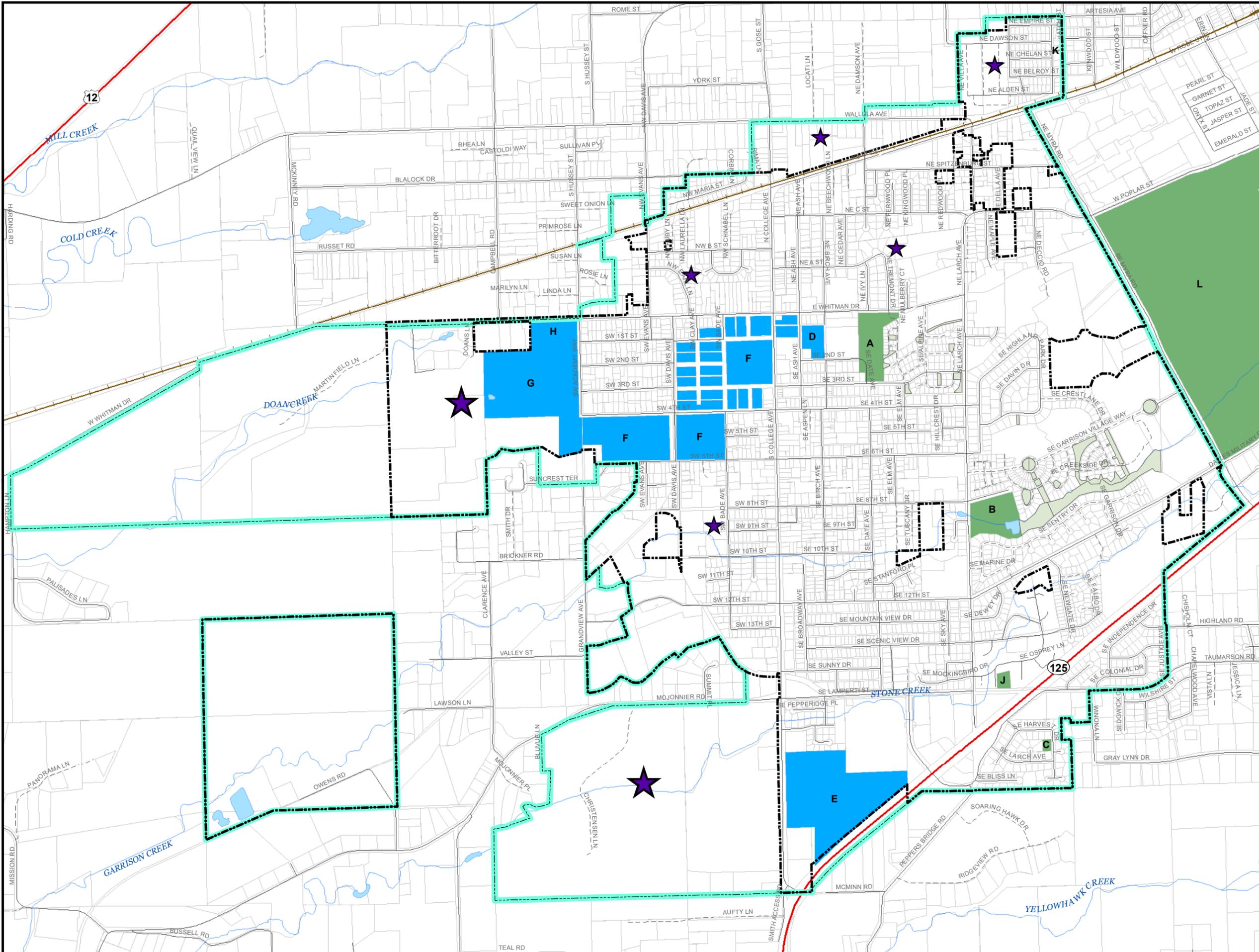
- COMMUNITY PARK
- NEIGHBORHOOD PARK
- PRIVATE PARKS/COMMON AREA
- CITY LIMITS
- CITY UGA
- RIVERS/STREAMS
- RAILROADS
- STATE HIGHWAYS
- PUBLIC ROADS
- PRIVATE ROADS
- EXISTING PARK
- EXISTING SCHOOL SITE
- TAX LOTS

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# Capital Facilities Appendix

## Introduction

The Growth Management Act requires cities to prepare a Capital Facilities Element consisting of:

1. An inventory of existing capital facilities owned by the public entities, showing the locations and capacities of the capital facilities.
  2. A forecast of the future needs for such capital facilities.
  3. The proposed locations and capacities of expanded or new capital facilities.
  4. At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.
  5. A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.
- RCW 36.70A.070 (3)

A challenge in managing growth is to ensure that needed public facilities and services are available when growth occurs. The ultimate full development of the City is contingent on the development of needed public facilities in a timely and orderly fashion. Concurrency is the concept used in the Growth Management Act to equate growth with the provision of public services and infrastructure.

Concurrency in this Plan's context means that adequate public facilities are available when the impacts of development occur, or within a specified time thereafter. It is usually applied to roads, water and wastewater systems, and schools since these items are essential basic services. However, concurrency can also be applied to such things as police and fire protection, parks, and other public facilities.

The City of College Place's infrastructure represents a huge investment of the taxpayers' money. The public works of the City must be well managed to provide for the health and welfare of the citizens and promote economic stability and growth. In addition, well-maintained streets, clean parks, and adequate sewer and water systems make a substantial contribution to the livability of the City. It is, therefore, essential that the necessary improvements and modifications to these facilities be properly planned.

## **Water Supply, Distribution & Storage**

The information in this section is based on information presented in the City of College Place's *Municipal Water System Plan Update (2005)*, and *The Walla Walla/College Place Coordinated Water System Plan Update (1994)*.

### **Water Supply**

The City has seven active sources of supply - three wells in College Place, two interties with the City of Walla Walla water system, an intertie with Walla Walla University, and an intertie with Consolidated Irrigation District No. 14. The interties with the other water districts were developed as part of a regional plan to preserve the regional groundwater supply as much as possible.

The City's water system is supplied from the wells. The wells draw from the regional basalt aquifer and have a combined capacity of 4,950 gallons per minute or 7,128,000 gallons per day. The pressure is provided through an elevated water tower and a booster station. Storage is provided through a 500,000 gallon water tower and 2 – 750,000 gallon ground level reservoirs.

The City's water division is in the preliminary stages of initiating a pre-design study for a new elevated water tower on the west end of College Place at the city's wastewater treatment plant. .

The existing Level of Service (LOS) of the City's water supply is equivalent to the existing demand for water supply. The City of College Place's *Municipal Water System Plan Update 2005*) projected the demand for water in the City using an average consumption of 140 gallons per capita per day (gpcd). This figure was based on a historical average consumption of water in College Place between 1987 and 1994. Assuming the City's water supply capacity will continue to remain constant, the 7,128,000 gallon per day source of supply from the City's three wells alone appears to be adequate to meet the City's residential needs through the year 2025 (see Table CF-1 following).

**Table CF-1**  
**Water Supply Needs Projection**  
 (LOS=140 gpcd)

Year	Pop. Projection	Gallons Per Capita per Day	Average Daily Demand (gallons)	Capacity (gallons per day)	Net Reserve or Defic. (gallons per day)
2005	8,560	140	1,198,400	6,264,000	+5,065,600
2007	8,870	140	1,241,800	6,264,000	+5,022,200
2025	10,825	140	1,515,500	6,264,000	+4,748,500

It is important to note, however, that the Washington State Department of Ecology limits the amount of withdrawal from the Walla Walla/College Place basalt aquifer to 111 million gallons per day or approximately 95 percent of the average annual recharge through the implementation of Washington Administrative Code 173-532-070. When this withdrawal amount is reached, the basalt aquifer will be closed to further appropriation. As mentioned above, the City of College Place is part of the regional intertie system developed to conserve the region's aquifer.

### **Water Distribution**

Figure CF-1 shows the City of College Place's designated water system service area as well as the designated service areas for Walla Walla University, Green Tank Irrigation District and Consolidated Irrigation District #14. As noted in the *Walla Walla University Place Coordinated Water System Plan Update*, the City's designated water service area represents the geographical area where the City has accepted responsibility to provide a safe and adequate water supply in a timely and reasonable manner

### **Water Storage**

The City has one 500,000-gallon elevated steel reservoir located near the center of the distribution system. Standby storage of 200 gallons per housing unit is required by the Department of Health for the City of College Place. A negotiated termination agreement for the intertie agreement with the City of Walla Walla took effect in July 2010. Two new ground-level storage facilities were constructed to compensate for the storage deficiencies previously identified and to compensate for the loss of the interties. Until the 2010 termination agreement, the standby storage requirement was provided by the Walla Walla system.

## **Sewage Treatment**

The City's wastewater treatment plant was built in 2000 and placed on line in 2001. In designing the treatment plant's capacity, the City's consultants considered a resident population growth estimated at 3 percent annually from 1995 to 2000 and 2 percent annually from 2000 to 2015 as well as additional commercial and industrial growth. No deficiencies in the City's wastewater treatment are currently projected. (*Source: The City of College Place Wastewater Facility/Comprehensive Sewer Plan prepared by Anderson Perry & Associates 1996 and information from the City's Public Works Department*)

Figure CF-2 maps the City's current sewage treatment service area.

## **Fire & Emergency Medical Services**

The College Place Fire Department serves the City with a paid staff of four which assist a volunteer staff of thirty seven in programs including administration, suppression and EMS first response, training, public education, prevention and inspections. The Department covers 3 ½ square miles of College Place, maintains mutual aid with Walla Walla County and also has an auto-aid agreement in place with the neighboring Walla Walla City Fire Department.

The College Place Fire Department is housed in one fire station, constructed in 2001. The equipment currently includes two pumpers, one quint-ladder 50', one command unit, two brush engines, one tender and two utility units.

The College Place Fire Department EMS Program is responsible for providing pre-hospital care to the sick and injured of the City. This is done in compliance with the Washington State statutes. Medical care is provided under the direction of the Walla Walla County Medical Director.

## **Parks and Recreation**

See the Parks and Open Space Appendix

## **Streets**

See the Transportation and Circulation Appendix

## Six Year Capital Facilities Program

This section summarizes the Six Year Capital Facilities Program for the City of College Place. The Capital Facilities Program lists the capital improvement projects that are needed in each of the major infrastructure areas in order to maintain the City's existing levels of service given the City's estimated population projections for the water system, sewer system, streets, storm drainage, and parks. The Program covers the next six years and includes those projects in excess of \$5,000.

The Capital Facilities Program provides a framework for facility planning in determining priorities, timing, estimated cost, and methods of financing particular projects. It is updated annually prior to completing the budgeting process for the upcoming year.

The Capital Facilities Program and the process it represents provide many benefits to the City including the following:

1. It provides a list of projects in need of funds for repair or replacement of existing facilities before a major failure occurs. Maintaining existing facilities is cost effective. More dollars are often spent repairing or replacing facilities once a failure has occurred than if a planned approach had been taken earlier using preventive maintenance.
2. It serves to focus the public and the City Staff's attention on the infrastructure and needs of the City.
3. It promotes continuity in the City's Public Works Department by providing a consistent, planned list of needed improvements.

Tables CF-3 through CF-7 in the remainder of this Appendix summarize the City's Capital Facilities Program adopted in July 2007. The Capital Facilities Program is revised and updated on an annual basis. Note that water and sewer improvements listed in CF-3 are being completed under the College Avenue/Rose Street (CARS) project in 2014 – 2015 and also for water and sewer lines associated with 6-year transportation projects that will be addressed outside of the CARS project. This document adopts by reference those updated plans.

**Table CF-3  
Utility Capital Improvement Projects (2014-2019)**

<b>Priority</b>	<b>Water &amp; Wastewater Capital Improvement Projects</b>	<b>Total Estimated Cost</b>	<b>Funding Source</b>
1	CARS Project Water & Sewer Lines	1,809,000	Water and Wastewater Fund
2	Other 6-Year Plan Transportation Plan-related Water & Sewer Lines*	1,615,000	Water and Wastewater Fund
<b>Total</b>		<b>\$3,424,000</b>	

*\*Planning-level costs based on 20% of estimated road construction costs. See Transportation Appendix.*

**Table CF-4  
Water System Maintenance Projects (2014-2019)**

<b>Priority</b>	<b>Water System Maintenance Projects</b>	<b>Total Estimated Cost</b>	<b>Funding Source</b>
1	Ash Ave 12" main to increase fire flow	210,000	Water Fund
<b>Total</b>		<b>\$210,000</b>	

**Table CF-5  
Storm Drainage Projects (2014-2019)**

<b>Priority</b>	<b>Storm Drainage Projects</b>	<b>Total Estimated Cost</b>	<b>Funding Source</b>
1	Destito Court	25,000	Real Estate Excise Tax
<b>Total</b>		<b>\$25,000</b>	

**Table CF-6  
Park Projects (2014-2019)**

Priority	Park Projects	Total Cost	Funding Source
1	COMPLETED 2014 – New Playground Equipment (Kiwanis Park) & other improvements	\$100,000	City contribution
2	Kiwanis Park - New ADA compliant restrooms, multiuse court & expanded/reconstructed parking	\$300,000	Grant & City contribution
23	New Park (approximately 8-10 acres)	\$1,000,000	Grant, developer contribution, City
34	Lion’s Park Improvements	\$100,000	Grant, City contribution
<b>Total</b>		<b>\$1,500,000</b>	

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# CITY OF COLLEGE PLACE



## City Officials

Mayor: Edward Ammon  
 City Administrator: Patrick H. Reay  
 City Engineer: Roberto Gordon P.E.  
 Community Development Dir.: Kathy Bowman  
 Public Works Director: Paul Hartwig

# WATER SYSTEM

FIGURE  
CF-1



NOT TO SCALE  
REVISED: 3/5/2008

### Legend

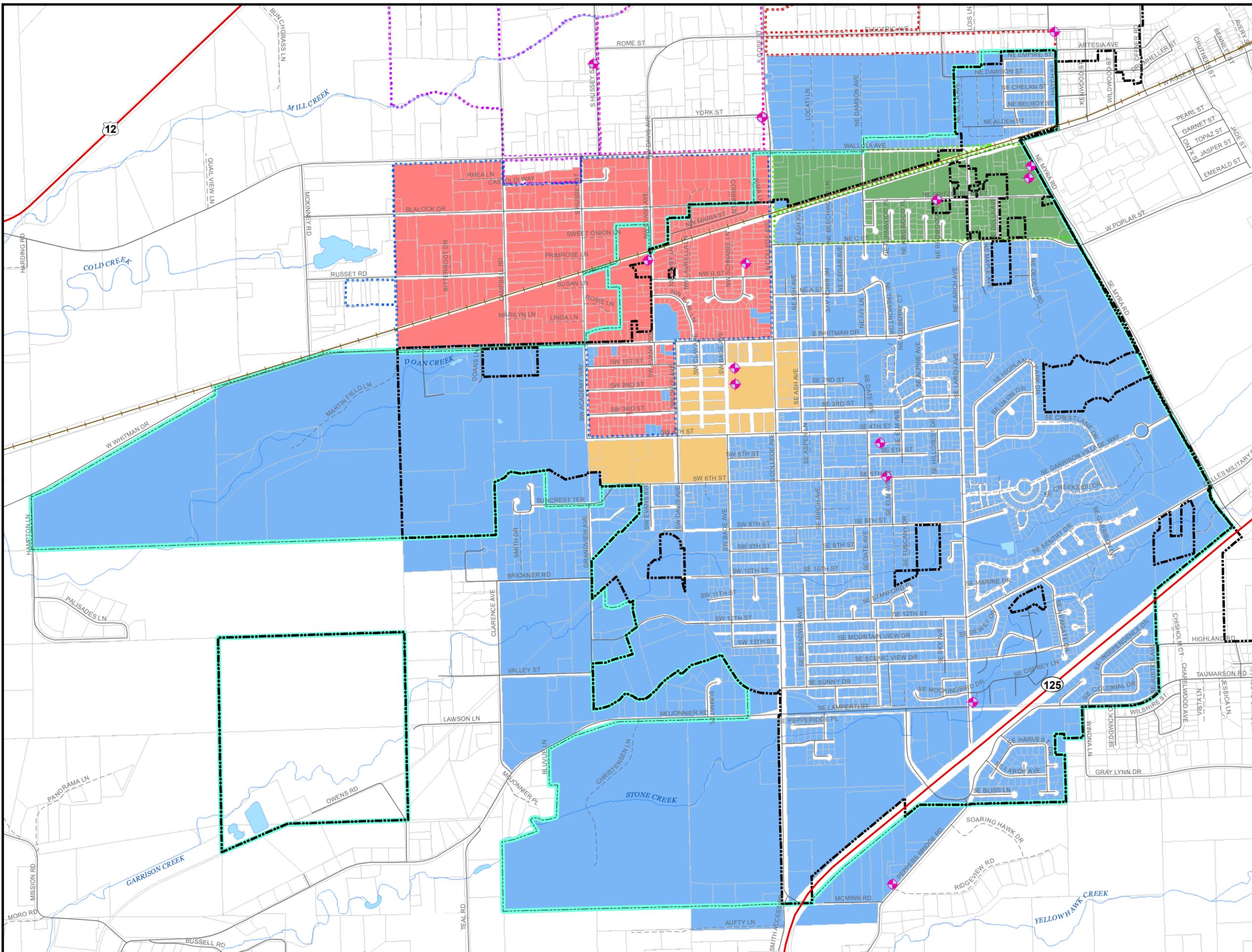
- CLASS A WELLS
- COLLEGE PLACE WATER DEPT
- CONSOLIDATES IRRIGATION DISTRICT #14
- GREEN TANK IRRIGATION DISTRICT
- WALLA WALLA COLLEGE WATER
- IRRIGATION DISTRICTS**
- ARTESIA IRRIGATION DISTRICT NO. 8
- BLALOCK ORCHARDS IRRIGATION DISTRICT NO. 12
- CONSOLIDATED IRRIGATION DISTRICT NO. 14
- GREEN TANK IRRIGATION DISTRICT NO. 11
- ORCHARD IRRIGATION DISTRICT NO. 10
- STATE HIGHWAYS
- PUBLIC ROADS
- PRIVATE ROADS
- RAILROADS
- RIVERS/STREAMS
- TAX LOTS

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# CITY OF COLLEGE PLACE



## City Officials

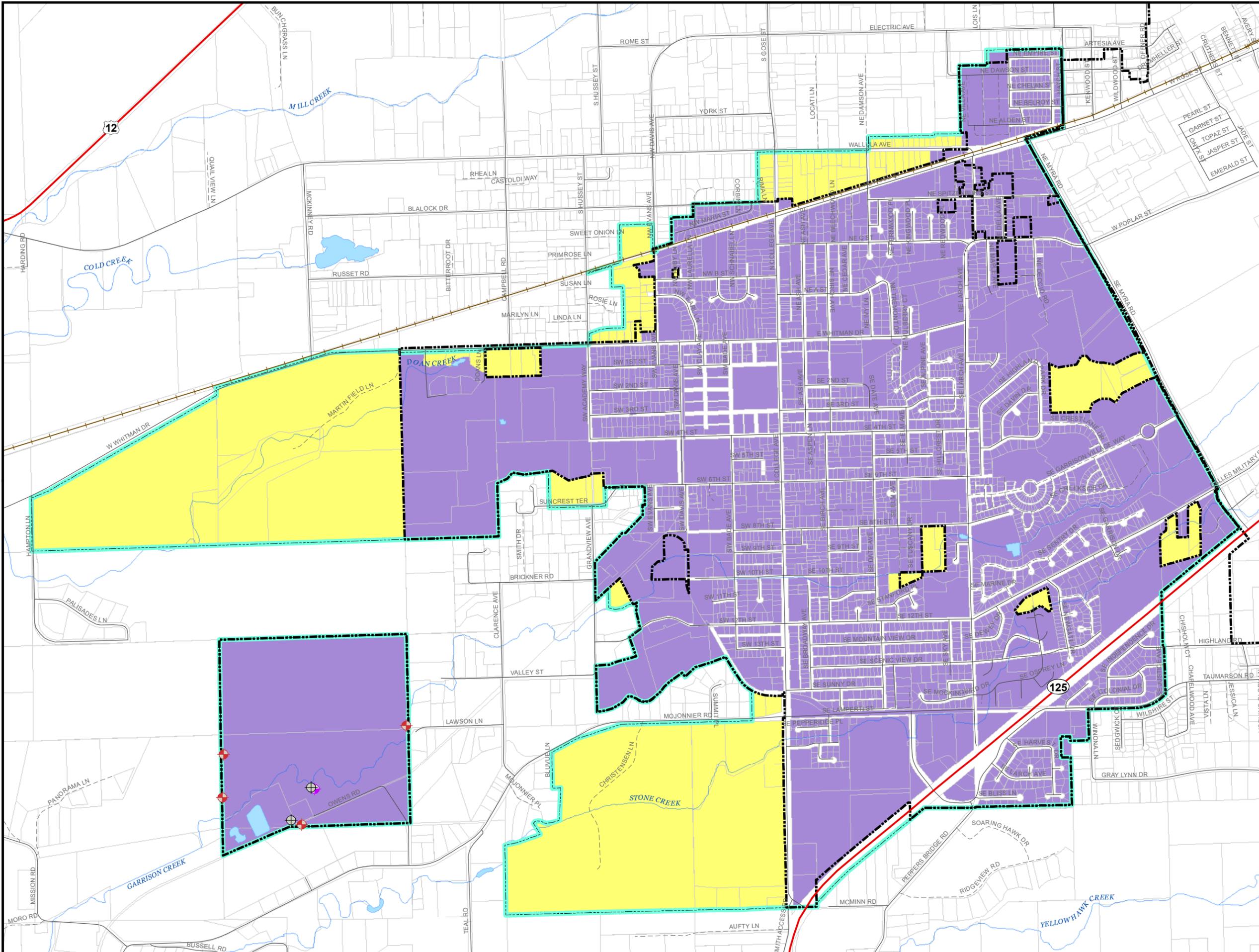
Mayor: Edward Ammon  
 City Administrator: Patrick H. Reay  
 City Engineer: Roberto Gordon P.E.  
 Community Development Dir.: Kathy Bowman  
 Public Works Director: Paul Hartwig

# SEWER SERVICE

FIGURE  
CF-2



NOT TO SCALE  
REVISED: 3/5/2008



**Legend**

- IRRIGATION WELL
- MONITORING WELL
- POTABLE WATER WELL
- FUTURE SERVICE AREA
- SERVICE AREA
- STATE HIGHWAYS
- PUBLIC ROADS
- PRIVATE ROADS
- RAILROADS
- RIVERS/STREAMS
- TAX LOTS
- COLLEGE PLACE CITY LIMITS
- CITY UGA

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# Utilities Appendix

## Inventory & Analysis

### Natural Gas

Cascade Natural Gas Corporation (CNG) builds, operates and maintains natural gas facilities serving College Place and the urban area in general. CNG is an investor owned utility serving customers in sixteen counties within Washington State.

Natural gas is supplied to the entire Northwest Region through two interstate pipeline systems. CNG's supply system fully meets existing demand. CNG's Least Cost Plan filed with the Washington Utilities and Trade Commission addresses the adequacy of service to be provided within the company's certified service area. The company has indicated that they can serve the expected demand represented by the City's growth.

### Electricity

Electricity is provided to the City by Pacific Power and Columbia REA. Columbia REA, is a member owned electric cooperative that sells electricity to over 3,700 customers in Columbia and Walla Walla Counties in Washington and northern Umatilla County in Oregon. Columbia REA is headquartered in Dayton with service centers located in Walla Walla and Burbank. Columbia REA maintains two new substations and three major distribution feeders serving the City of College Place. They are able and willing to serve any new development that is within the City limits as well as the Urban Growth Areas.

Pacific Power, which provides service to the larger urban area and surrounding region, also has the capacity and is willing to serve new development as it occurs. They do not have any plans at present for developing major new facilities in College Place.

Both providers share the same general concerns:

- A. In order to provide service as reliably and efficiently as possible their facilities must cross jurisdictional boundaries. Policies and regulations that effect the installation or repair of electric facilities should be consistent between neighboring jurisdictions.
- B. The comprehensive planning process should consider designating Utility Corridors for the location of major utility lines. Public and private rights-of-way are also needed for installing new facilities and upgrading existing

facilities.C. The realities of the economy and physical and regulatory time constraints on utilities should be considered when planning public projects such as road widening.

D. Power utility service areas should be established to eliminate dual utilities.

### **Telecommunications**

Telephone and related services are provided to the City and the urban area in general by Qwest. Qwest is regulated under the WUTC and is required to provide service to those who want it. They have indicated their ability to serve new development within and around the City.

Telecommunications technology in general is going through rapid changes. This is, in part, due to the rise in personal and business computer use, requiring that information and data as well as voice transmission capabilities be provided. The 'traditional' telephone line is rapidly becoming the basic infrastructure for global computer and information networks.

As a result the residents of College Place have potential access to information, entertainment, and personal services that are rapidly becoming available. The City should consult with Qwest and other communication service organizations to find out what services may become available to the community and what the City needs to do to plan for and encourage it.

### **Video Cable Access**

Access to television cable transmissions is provided by Charter Cable Communications. They have also indicated that they are able to serve new development as it occurs within the City limits and urban growth area as it annexes under the franchise agreement currently maintained with the City.

Cable services are also increasing at a rapid rate as well as cable technology. It is likely that the traditional cable will be replaced by very small neighborhood repeater-transmitters, with the signal being broadcast to small individual antennas mounted on customers' homes. The City will need to continue to work with Charter to ensure that new services are available to residents at reasonable rates and to anticipate the planning needs of the provider.

# Public Participation Appendix

## Background

In 1992, the City of College Place initiated a Community Participation/Community Development, and Housing Plan with the assistance of a consultant, Community OPTIONS. Their efforts are summarized in a report dated June 28, 1993.

One of the key efforts was the development and distribution of a Community Needs and Income Survey which focused on critical community issues.

A Steering Committee representative of key College Place demographic groups was formed in December 1992 as an initial step in the project. The Steering Committee included representatives from service clubs, City government, Walla Walla University, the business community, senior citizens, moderate/low income households, and minorities. A structured group process was used to solicit topics from the Steering Committee to be included in the survey. Based on these suggestions, an initial survey questionnaire was drafted. The Steering Committee reviewed the draft questionnaire and made recommendations for changes to the final survey document in January 1993. The Steering Committee also provided comments and suggestions on procedures for distributing the community survey. A Spanish-speaking member of the Steering Committee facilitated the translation of the final survey into Spanish and provided ideas for obtaining input from Hispanic members of the community.

The Community Needs and Income Survey was delivered door-to-door in College Place by volunteers. Before the survey was distributed, a mass media campaign was conducted including an article in the local newspaper, public service announcements and interviews of local officials on both radio and TV, fliers in prominent places in the city, and personal efforts and announcements made by the local Steering Committee. Announcements translated into Spanish were provided to the local Spanish radio station. The survey was distributed over Valentine's Day weekend at the suggestion of a Steering Committee member who felt that the day would lend itself to effective media coverage highlighting a need to "show you care about your city."

The City of College Place was divided into 12 survey regions of approximately 200 households each. A Steering Committee member was assigned the responsibility of overseeing the distribution and collection of surveys for all households in each survey area. The survey and a return envelope were placed in a plastic bag on the door handle of every home in their assigned area. To ensure Hispanic participation in the study, the survey was hand-delivered to

known Spanish-speaking households in the community. In many cases, personal interviews were conducted in Spanish by volunteers to ensure that the Hispanic population participated in the survey.

Volunteers returned to their assigned area on the Tuesday after Valentine's Day to collect the surveys. Some residents mailed their completed forms to the City. Approximately 2,300 surveys were distributed to College Place households with 350 returned surveys being required for a valid sample. In total, 732 completed questionnaires were returned. Typically, 50 to 80 surveys were returned from each sample area, with the smallest area having 23 returned. Spanish-speaking households returned 52 surveys which were not coded by City Area. The number of surveys returned provide statistical accuracy of plus or minus 5 percentage points.

Based on College Place demographic statistics, it appears that the survey sample is reasonably representative of key demographic groups within the community. It appears that persons older than 65 are slightly over-represented in the sample and households with moderate/low income are slightly under-represented.

### **Survey Results**

In the survey, respondents ranked by priority-level nine potential community goals suggested by the Steering Committee. Three of these goals were selected as "high" or "very high" by 70% of the households.

- Protect the natural environment from activities that are damaging to it;
- Improve local streets and traffic flow; and
- Preserve the small town atmosphere of College Place.

The following summarizes the final list of priority community needs identified in the survey in three main categories. It should be noted that these are compiled survey results and some may appear to be in conflict:

- Effectively Managing Growth (two levels of Priority);
- Encouraging Economic Vitality; and
- Address Housing Issues and Increase Library Access.

### **Critical Needs Related to Effectively Managing Growth**

1. Effectively plan for a vital and growing community with small town atmosphere and clean environment
2. Repair and maintain streets
3. Cooperate with other communities to deliver services if money can be saved and quality preserved.
4. Implement a clean-up program including enforceable ordinances.

5. Increase crime prevention efforts including neighborhood watch programs in target areas.

### **Secondary Needs Related to Effectively Managing Growth**

1. Increase speed limits on main streets
2. Improve traffic flow, particularly on main streets that connect to Walla Walla.
3. Improve street lighting.
4. Develop a “green-belt” around College Place. Encourage parks and bike paths. Preserve small streams as a community asset.

### **Critical Needs Related to Encouraging Economic Vitality**

1. Develop and implement an Economic Development Plan for College Place.
2. Expand sewage capacity through cooperation with surrounding communities.
3. Cautiously consider annexing key areas that will enhance the overall tax base.
4. Streamline zoning, annexation, and other regulations that affect businesses.

### **Critical Needs Related to Housing and the Library**

1. Increase the supply of affordable single family houses (Both owner-occupied and rentals are needed.)
2. Ensure that rental units meet housing standards.
3. Increase the awareness of existing housing programs (e.g. Farmers Home and weatherization programs).
4. Improve access to library services.

### **Meetings and Hearings**

In the summer of 1994 the City prepared an information brochure explaining the purpose and requirements of the Growth Management Act. This brochure was sent to all City utility customers in their monthly billing.

The City also produces a monthly newsletter informing City residents of meetings and hearings, special events and general City news.

In February 1995, the City of College Place hired McConnell/Burke, Inc. to complete the Comprehensive Plan under the provisions of the Growth Management Act. The Planning Commission and the City Council have been the primary bodies participating in the preparation of the plan with input from City Staff and other consultants.

A community-wide meeting was held on April 4, 1995 to discuss Comprehensive Plan alternatives.

The Capital Facilities Plan Element public meeting and adoption was held on April 10, 1995.

Public meeting and two public hearings were held before the Planning Commission on the Draft Comprehensive Plan on April 27, May 16, and June 6, 1995. The Plan was recommended to the City Council on June 6th.

The final public hearings and adoption by City Council were held on June 26 and July 10, 1995.

## **2002 Community Vision Worksheet Summary**

The following summarizes the results of the College Place Community Vision Worksheet. The worksheet was mailed to 2,100 households within the City as well as posted on the City's web site. 114 completed worksheets were returned.

The Community Vision Worksheet listed 11 overarching community values and goals currently found in the City's Comprehensive Plan. In an attempt to measure the community's current attitudes, respondents were asked to indicate whether they strongly agreed, agreed, were neutral, disagreed or strongly disagreed with these existing values and goals. With the exception of "develop new housing" and "continue to grow at the present rate" the respondents agreed with the existing values and goals.

The respondents were also invited to suggest any other community values or goals on the back of the worksheet. The comments repeated the most often included support for encouraging downtown beautification and redevelopment, attracting new businesses and industries, and maintaining yards and houses.

### **Small town atmosphere**

A total of 60 respondents (or 54 percent) "strongly agree" that a small town atmosphere is of value to the community. More respondents "strongly agree" with this value than any other goal or value listed. 35 percent "agree" and 7 percent of the respondents were "neutral." Only 4 percent "disagree" or "strongly disagree."

### **Educational opportunities**

50 percent of the respondents "strongly agree," and close to 40 percent of the respondents "agree" that educational opportunities are of value to the community. None of the respondents "strongly disagree" with this value and only a little over 10 percent indicated that they were "neutral" to or "disagree" with this value.

### **Near family and friends**

Over 30 percent of the respondents “strongly agree” and an additional 30 percent “agree” with this existing value. This value elicited a comparatively large number of “neutral” responses (over 30 percent). The number of respondents who “disagree” or “strongly disagree” was negligible at 4 percent.

### **Slow pace of life**

Most of the respondents indicated that they valued the City’s existing slow pace of life with 45 percent and 32 percent choosing “strongly agree” and “agree”, respectively. Only 5 percent of the respondents indicated that they “disagree” or “strongly disagree” and 18 percent were “neutral.”

### **Promote and develop business and light industry**

Most of the respondents “strongly agree” or “agree” with the goal to promote and develop business and light industry. About 40 percent of the respondents said that they “strongly agree” and a little less than 40 percent of the respondents “agree.” 14 percent were “neutral” and only about 6 percent “disagree.” Less than 2 percent “strongly disagree.”

### **Protect the present lifestyle**

Most of the respondents indicated that they “strongly agree” or “agree” with the goal to protect the present lifestyle of College Place residents. A little over 40 percent “strongly agree” and close to 35 percent “agree”. 17 percent were “neutral,” 6 percent “disagree” and none of the respondents “strongly disagree” with this goal.

### **Protect the natural environment**

Most of the respondents “strongly agree” or “agree” with this goal. A little over 40 percent “strongly agree” and 40 percent “agree.” 15 percent are “neutral.” Less than 5 percent “disagree” and no one indicated that they “strongly disagree.”

### **Find out what citizens want and need**

Close to 50 percent of the respondents “strongly agree” with the goal to find out what citizens want and need in the City of College Place. And, a little more than 40 percent “agree.” Only 8 percent were “neutral”, no one indicated that they “disagree” and only 1 respondent chose to “strongly disagree.”

### **Develop new housing**

More respondents “disagree” or “strongly disagree” with this goal than any other. 21 percent “disagree” and 15 percent “strongly disagree.” 30 percent of the respondents were “neutral”, 20 percent “agree” and only 13 percent “strongly agree.”

### **Plan for controlled growth**

Most of the respondents either “strongly agree” or “agree” with the goal to plan for controlled growth. A little over 40 percent of the respondents “strongly agree” and about 35 percent “agree.” Only 4 percent “strongly disagree”, 6 percent “disagree” and a little over 10 percent were “neutral.”

### **Continue to grow at the present rate**

This goal elicited the largest amount of “neutral” responses than any other value or goal at close to 40 percent. A little more than 20 percent “disagree” and only 9 percent “strongly disagree.” Likewise, a little over 20 percent “agree” and 10 percent “strongly agree.”

### **Additional Comments Made**

48 of the 114 respondents included additional comments on the back of their community vision worksheets. The following is a summary list of these comments grouped by common themes. As mentioned earlier, the comments repeated most often included support for encouraging the following: 1) downtown beautification and redevelopment; 2) new businesses and industries; and 3) clean yards and maintained houses.

#### **Support for downtown main street beautification and redevelopment**

- Attract business and light industrial uses and encourage them to locate along College Avenue and re-develop areas where buildings are run-down
- Respondent suggested a “quaint” College Avenue with hanging baskets where you can stroll, and wander in small shops and stores
- Get rid of some of the eye-sores on the main drag of College Place
- Enhance the visual appeal of College Avenue by forming a committee of citizens with expertise in planning and the visual arts
- Get owners to clean up housing along College Avenue
- Develop a “main street” “downtown” feel with a business/retail center
- Respondent noted that the town has no community gathering place or center
- Encourage businesses to locate in town on main street

#### **Support for encouraging new businesses and industries to locate in College Place**

- Encourage industrial growth in the City to help with the tax base
- Encourage a motel and restaurant across from Wal-Mart, since no motel currently serves the City
- Encourage restaurants to locate within the City
- Encourage restaurants to locate within the City
- Encourage restaurants to locate within the City
- Encourage a small family restaurant (not fast food) to locate within the City
- Encourage a motel to locate within the City
- Lure more businesses to College Place

- Encourage a convenience store to locate within the City
- Support for Home Depot and Big 5 locating near Wal-Mart expressed
- Encourage more large retail businesses like Wal-Mart to increase the tax base
- Encourage a motel to locate on the south end of town
- Focus on attracting businesses to town to improve the tax base
- Feels it is imperative for business and industry to locate in town for tax revenue and employment opportunities
- Continue south end retail development
- Is there a way to encourage Home Depot to locate adjacent to Wal-Mart rather than near the perpetually struggling Blue Mountain Mall?

**Support for encouraging homeowners to keep their yards clean and houses maintained**

- Encourage people to keep yards tidy
- Encourage residents to keep homes painted
- Encourage property owners to keep their places orderly and clean. Properties that deteriorate are a sad reflection on the City
- Encourage and enable citizens to fix up and better maintain current housing
- Encourage College Place residents to clean up their yards and buildings to make the area more presentable
- Develop incentives for property owners to spruce up, repair, improve, clean up, preserve the older properties
- Establish firm guidelines regarding the appearance of the yards and street areas
- Enforce city codes relevant to home-owners doing business out of their homes and not taking care of their yards

**Support for a community library**

- Library services in the City expressed as a need by the respondent
- The promotion and development of a community library expressed
- Respondent requested a public library in College Place

**Against a community library**

- Respondent does not want funds to be spent for a library

**Fire and safety related comments**

- Have police on bikes again
- Develop block watch program
- Concern about expense of fire engines present at every medical pickup expressed
- Concern about bon fires in open fields possibly causing fires in the City expressed
- Better police monitoring of known drug houses requested
- Enforce speed limits through town for safety of children requested
- “Please keep this City beautiful and family safe. American children need to know life can be calm, reassuring, and stable. College Place should remain that kind of town”

- Support for fully funding fire, emergency services, and police expressed

#### **Housing development related comments**

- Housing is being built too close together with too small of yards
- Include affordable housing for the retirees and elderly in the planning
- Houses are being developed too close together
- Concern that houses are being built too close together and are negatively affecting the City's atmosphere
- Instead of developing new housing in vacant areas, could some financial incentive or break be given to owners who tear down shabby old buildings and replace them with new, improved housing?
- Could there be a differentiation in zoning laws (requirements? Designations?) among single family homes, single family homes that happen to have basement apartments that are practically invisible, and multi-family dwellings like apartments?

#### **High school related comments**

- Would like the City to set aside land for building a future high school
- Respondent supports building a High School in College Place

#### **Traffic, circulation and parking related comments**

- Could more use of dead ends and cul-de-sacs be made to discourage through traffic and cut down on noise, increase safety and maintain the small town feeling of College Place?
- Why not put a light in at 12<sup>th</sup> and Larch Street?
- Do not locate any additional stop lights in the City
- Enforce residential directional parking laws
- Keep roads maintained and shoulders cleaned of trash
- Reduce speed limit on college Ave to 15-20 mph to discourage it from becoming a main arterial
- Respondent supports traffic improvements on College Ave.
- Respondent supports any plans to alleviate traffic on College Ave.
- Put centerlines down all major/busy streets like Ash
- Respondent expressed concern about the number of wrecks at A and Ash 4-way stop

#### **Natural environment related comments**

- “Areas in College Place that are allowed to remain “wild” and “overgrown” contribute greatly to the positive aspects of living here. Bird songs go a long way in improving quality of life no matter what else happens!”
- Make sure any new business or industry development is thoroughly reviewed for its impact to the environment and lifestyle of the town
- Don't destroy or damage the environment

- Could there be a restriction on the amount of pavement that gets put in to make sure that potential ground water pollutants from water run-off are kept at a minimum?
- Could care be taken to preserve as many trees and plants as possible?

#### **Miscellaneous comments**

- Attract employed and employable citizens
- The fire station should have some outside architectural design to give relief to its barn-like appearance
- Dog owners who do not clean up after their dogs, especially in parks, should be fined
- Try to keep expenses down. Cost of utilities and taxes are going up faster than retirement incomes
- Investigate and publicly discuss merging the City of Walla Walla and College Place into one city government
- Would like more community-wide activities
- Feels there are parts of the County within the City's urban growth boundary that should be annexed
- Support for requiring new businesses to present their best appearance to the City (like Wal Mart)
- Please protect the small town atmosphere
- Utility companies and new development should be forced to return the street to the condition it was in before utility hook ups were installed
- New business and light industry should be directed west and not east or south of the City for the sake of established residential neighborhoods.
- Support for community activities and events was expressed
- The current growth rate is not sufficient to sustain and develop city services, infrastructure and road and park improvements for the City
- College Place needs to install state-of-the art digital communications infrastructure
- Relocate the College Place Post Office off the main street to a location with better parking and easy access
- Respondent expressed a need for a cat control program
- Respondent supports updated playground equipment in Kiwanis Park
- Respondent supports a grocery store that sells a variety of meats
- Respondent would like the City to continue to treasure the City's roots as a small community based around Walla Walla University, an institution which values religion and a clean healthy lifestyle
- Respondent feels the biggest obstacle for College Place is the entrenched religious conservative attitudes and the influx of new community members who have different attitudes
- Respondent feels all vacant areas within City limits should be filled in to minimize infrastructure costs before annexing and adding subdivisions on the boundaries
- Respondent supports extending sidewalks to both entrances at Harvest Meadows since children wait for buses there
- Respondent supports promotion of local business patronage

- Focus on the small bedroom/collegiate community during the planning process
- What is the “present rate” of growth in College Place? Is it too fast, too slow, too dense too spread out?
- What is meant by controlled growth?

# COUNTYWIDE PLANNING POLICIES

A document to facilitate the  
coordination of planning between

WALLA WALLA COUNTY  
CITY OF WALLA WALLA  
CITY OF COLLEGE PLACE  
CITY OF WAITSBURG  
CITY OF PRESCOTT

ADOPTED NOVEMBER 30, 1993

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## 1.0 PURPOSE OF DOCUMENT

*The purpose of this document is to establish a written policy statement which will be used to formulate comprehensive plans for Walla Walla County and the cities of Walla Walla, College Place, Waitsburg and Prescott. This document will be a tool that will provide the necessary guidance to ensure that city and county comprehensive plans are consistent internally and with the plans of the other jurisdictions as required by the Growth Management Act (GMA) in RCW 36.70A.100.*

*The purpose of this document is not to dictate to or compel Walla Walla County or the cities of Walla Walla, College Place, Waitsburg and Prescott with respect to the issues, purposes, or goals herein stated, all of which may or are encouraged to make independent decisions regarding the GMA.*

*This document also provides a means for reassessment of these policies and amendment when appropriate.*

## 2.0 GENERAL PLANNING GOALS

- 2.1 Urban land is an important resource which should be judiciously and effectively used to economically accommodate future growth which should be concentrated within designated urban growth areas.
- 2.2 The provision of adequate, appropriately timed infrastructure is necessary to provide the framework upon which development may take place. The cost of new infrastructure should be equitably borne by both current taxpayers and new development.
- 2.3 Clear distinctions should be made identifying the roles and responsibilities of the county, city and special districts in managing the county's growth.
- 2.4 The transportation system should efficiently transport people and goods and should reflect local government's land use planning.
- 2.5 A variety of housing types, serving all income levels, is essential to meet the needs of county residents.
- 2.6 The county and its cities have a responsibility to provide for the location of their fair share of essential public facilities.
- 2.7 The county and its cities should work to ensure future economic vitality and broaden employment opportunities while retaining a high quality of life.
- 2.8 The rural lands designation should reflect the agrarian characteristics of the county while providing for open space, scenic vistas, habitat, limited housing and employment opportunities.
- 2.9 Agriculture and forestry should continue to provide economic and environmental enhancement and be recognized as an important component of the county's future.
- 2.10 The county is a steward of natural resources such as water, wildlife and habitat and should take care to minimize the adverse impacts of growth and development when they occur in resource and critical areas.
- 2.11 Coordinated planning practices and standards among the county and its cities are essential to providing economical and efficient services.
- 2.12 Fiscal analysis should routinely be done to identify the most cost effective means of providing and locating public services and infrastructure, considering level of service, financing alternatives and the need for equitable assignment of costs between new and existing development.

- 2.13 Continuous, effective public involvement is necessary to ensure that the adopted plans reflect the desires of the community at large.
- 2.14 The comprehensive plans should be reviewed on a regular basis so that each continues to be a valid, meaningful, working document that reflects the desires of the citizens and new technologies as they evolve over time.
- 2.15 It is desirable to protect natural vegetation, and to encourage landscaping and trees in urban areas for aesthetic and environmental reasons.
- 2.16 In order to maintain a sufficient tax base to support essential government services, economic development efforts to diversify and expand basic manufacturing and service related jobs are encouraged.

### 3.0 URBAN GROWTH AREAS

#### Purpose

1. Encourage higher density residential development which is in closer proximity to jobs, transit, schools and parks.
2. Serve as a basis for the more detailed land use and utility/services plans developed by each jurisdiction.
3. Promote infill and redevelopment of existing areas to most efficiently and economically utilize services.
4. Protect open space, critical areas and resource lands from encroachment of incompatible uses and densities.
5. Provide for the economic provision and maintenance of streets, sewer, water and other public facilities.
6. Create and maintain attractive residential neighborhoods and commercial districts that provide a sense of community.
7. Provide a heightened level of certainty for investors, landowners and citizens regarding types of land use, development standards and zoning intended.
8. Provide an adequate supply of industrial property and infrastructure to support economic development.

#### Policies

- 3.1 Urban Growth Areas (UGAs) for small cities should be of sufficient size to create viable economic centers. They should do appropriate planning to ensure adequate land uses and services.
- 3.2 10 and 20 year Office of Financial Management (OFM) population forecasts, as adjusted by the local jurisdictions, should be accommodated in UGAs. It can include up to 50% excess land to ~~avoid tightening of urban land supply and increased costs.~~ It is recognized that a portion of the growth will occur outside of UGAs at rural densities.
- 3.3 Aquifer protection areas should be created to protect urban water supplies. Aquifers should have priority over other resources.
- 3.4 All cities in the county shall be within an urban growth area.
- 3.5 UGAs should be designated where: 1) infrastructure exists or is planned, as identified in an approved capital improvement program or can be reasonably and economically extended; and 2) it is environmentally appropriate for growth to occur.
- 3.6 Designate UGAs by: 1) existing incorporated boundaries; 2) distribution patterns of projected growth; 3) existing population density; 4) presence or availability of infrastructure; and 5) natural and manmade topographical constraints.
- 3.7 Allocate population based on: 1) existing concentration of population; 2) availability of existing/planned infrastructure; 3) natural and

manmade topography; 4) protection of resource and critical lands; 5) adjusted OFM projections; and 6) proximity to employment and recreation. All jurisdictions shall utilize an agreed upon formula.

- 3.8 Mixed use developments, multi-family development, employment centers and other intensive land uses are appropriate development to be encouraged in UGAs.
- 3.9 Prior to amendment of a UGA, the county and respective city and/or cities shall determine the capital improvement implications of the amendment to ascertain that a full range of services will be present within the forecast period.
- 3.10 Within UGAs, cities are the preferred providers of urban services. Urban services shall not be extended through the use of special purpose districts except on an interim basis. As time and conditions warrant, cities should assume urban services provided by special purpose districts. However, it is recognized that the Port of Walla Walla, as a unique special district, currently provides urban services at the Walla Walla Regional Airport and should continue to be the primary service provider at the airport.
- 3.11 Provision of new municipal public works facilities should only occur within the UGAs, including streets built to municipal standards; water storage, transmission and treatment facilities and sewer collection and treatment facilities, except water services provided per a Coordinated Water System Plan and the location of essential public facilities.
- 3.12 The retention of the overall rural character of the county and preservation of agricultural lands shall be promoted by including sufficient area within the the UGA to accommodate anticipated growth and avoid market constraints that induce leapfrogging development.
- 3.13 Due to the differing characteristics of the cities and communities within Walla Walla County and the presence of isolated industrial sites, the structure of the UGAs may vary to reflect those characteristics.
- 3.14 UGA's may provide for the inclusion and protection of greenbelts and open space, some of which may be critical areas.

#### 4.0 JOINT CITY-COUNTY PLANNING WITHIN UGA

##### Purpose

1. Provide communication and cooperative planning efforts between Walla Walla County and its cities.
2. Coordinate land use regulations and utility standards to minimize public and private costs.
3. Provide a framework for more detailed land use and public service plans and studies.
4. Protect groundwater quality & quantity.
5. Provide a guideline for annexation decisions.
6. Establish the responsibilities of the respective jurisdictions in terms of activities within the joint sphere of influence.
7. Ensure predictability for property owners in terms of land use, development standards and provision of utilities.
8. Conserve resources, both natural and economic.
9. Ensure adequate supplies of industrial property within each respective jurisdiction.

##### Policies

- 4.1 Enter into agreements for joint review of development proposals and public projects in the UGAs with final approval by the county for areas outside of the city limits.
- 4.2 The county and each city shall inventory the amount of usable or buildable land, by land use category remaining in the urban area.
- 4.3 The county and cities shall cooperatively determine the amount of undeveloped buildable land needed.
- 4.4 The county and cities shall establish a common method to monitor urban development to evaluate the rate of growth and maintain an inventory of buildable land remaining.
- 4.5 All major land use considerations and the criteria for assessing an annexation proposal that are now used by the Boundary Review Board (BRB) shall be incorporated into the city's annexation process.
- 4.6 Urban growth management agreements shall include a method for sharing net revenues, services and expenses, if appropriate, in annexation of significantly developed residential, commercial or industrial areas through a phased program established for a set period of time. Compensation formulae shall address revenue sources eligible for sharing and take into account shifts in the cost of service obligations. If the cost of service exceeds the amount generated from annexation areas, excess shall be deducted from any ongoing payments previously established. Cross jurisdictional equity should be considered for city to city interactions as well as city to county.
- 4.7 Walla Walla County shall work with the BRB to reach an agreement that the BRB will waive jurisdiction on all municipal annexations proposed that are in conformance with adopted urban growth agreements.

- 4.8 Each city shall designate a potential annexation area. Within this area the city shall adopt criteria for annexation and a schedule for provision of urban services and facilities within the potential annexation area.
- 4.9 A city may annex territory only within its designated potential annexation area. All cities shall phase annexation to coincide with the ability to provide a full range of urban services to areas to be annexed.
- 4.10 Undeveloped urban areas should be annexed to adjacent cities as they develop (prior to development) in order to receive a full range of services. However, it is recognized that the Port, as a unique special district, currently provides urban services at the Walla Walla Regional Airport and should continue to be the primary service provider for the airport. Unless the Port seeks comprehensive services provided by the city, the airport should remain in the county.
- 4.11 Common and consistent regulations and development and land division standards shall be developed and implemented for areas located within the UGA, with final approvals continuing to reside with the county for areas outside of the city limits. Standards shall address: 1) street location, right-of-way widths, construction standards and traffic control; 2) curbs, storm water facilities and sidewalks; 3) building construction standards; 4) sewage disposal facilities; 5) provision of domestic water; 6) fire flow and protection; 7) subdivision standards; 8) mobile home/manufactured home standards; 9) zoning; and 10) landscape enhancement.
- 4.12 A city and the county may enter into an interlocal agreement whereby the application of development standards and functions of permit review, inspection and enforcement are assigned.
- 4.13 All jurisdictions shall cooperate in developing guidelines for consistent land use elements and compatibility of land use and road designations across jurisdictional boundaries.

## 5.0 CONTIGUOUS AND ORDERLY DEVELOPMENT

### Purpose

1. To address the appropriate level of service for differing land uses and jurisdictions at the lowest cost in terms of economic and resource costs.
2. To set forth the relationship between the provision of services and the Urban Growth Area, the Critical Water Supply Service Areas and the applicable capital improvements plans.
3. Provide for coordination between the county, cities and special districts in the provision and financing of services.

### Policies

- 5.1 Urban growth should be located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private source.
- 5.2 Non-urban development in the UGA should be discouraged. Non-urban development in the UGA should only be allowed if urban development is not possible and if it will be compatible with future urban development.
- 5.3 Urban development in an UGA which is outside of a municipal boundary may be allowed only if:
  - A. Infrastructure standards are equal to or greater than those required by the adjacent city;
  - B. The city and county have jointly adopted the same UGA and standards;
  - C. Provisions have been made for urban level services;
  - D. Off-site infrastructure needs are met;
  - E. It is noted on the plat that the development is within a UGA and is ultimately intended to be within a city.
- 5.4 All projects within a UGA, but outside of the city limits shall be reviewed to ensure compatibility with the urban density projections of the comprehensive plan.
- 5.5 The timing of capital improvements shall be consistent with the adopted capital facilities plan of the purveyor.
- 5.6 Policies for establishing and monitoring level of service standards are as follows:
  - A. Existing and future level of service standards may differ between service areas within a given jurisdiction;
  - B. Levels of service standards should be coordinated at the interface between adjacent jurisdictions.

- 5.7 The county and the cities should also coordinate the development and implementation of long-range planning between fire protection, police services, schools, air quality, transportation, and parks and recreation facilities.
- 5.8 The county and affected cities, special districts and other agencies as appropriate shall establish a process for mutual consultation on proposed comprehensive plan policies and for review of development requests.
- 5.9 Urban growth agreements shall identify services to be provided in an UGA, the responsible purveyors and the terms under which the services are to be provided.
- 5.10 In the next 20 years, the county should not encourage "new fully contained communities" outside of the UGAs.
- 5.11 Cities should be purveyors of urban services. Existing water districts should not expand boundaries nor should new be created except as stated in a Coordinated Water System Plan.
- 5.12 To adequately plan for growth and implement the policies of the GMA, the governmental entities and special districts in Walla Walla County should establish an ongoing mechanism to improve communication, information sharing and coordinated approaches to common problems.
- 5.13 Walla Walla County should coordinate with Benton, Franklin and Columbia Counties on growth issues that cross county boundaries, as well as with Umatilla County and the City of Milton-Freewater on issues that cross state boundaries.

## 6.0 SITING PUBLIC CAPITAL FACILITIES OF A COUNTYWIDE/STATEWIDE NATURE

### Purpose

The Growth Management Act requires counties and cities to include in their comprehensive plans a process for identifying and siting essential public facilities. Essential public facilities are described as including those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities and in-patient facilities including substance abuse facilities, mental health facilities, and group homes. The act also states that no comprehensive plan may preclude the siting of essential public facilities.

### Policies

- 6.1 Comprehensive plans must include a process for the siting of essential public facilities. Standards may be also be generated to ensure that reasonable compatibility with other elements of the plans can be achieved.
- 6.2 Essential public facilities may be identified by the state Office of Financial Management, other state agencies or by local government. Proposed essential public facilities should be subject to a cooperative and structured siting process. When essential public facilities are proposed to be located within Walla Walla County, the local government(s) involved will:
  - A. Appoint an advisory countywide committee composed of citizen members selected to represent a broad range of interest groups. It will be the responsibility of this committee to develop specific siting criteria for the proposed project and to identify, analyze, and rank the potential project sites.
  - B. Encourage public involvement through timely press releases, newspaper notices, and public meetings and hearings.
- 6.3 The siting process for essential public facilities shall take into consideration factors for minimizing affects upon the health, safety and welfare of the citizens residing around or near the facility.
- 6.4 It is recommended that essential public facilities not locate in designated resource lands or critical areas unless they are compatible with those lands.
- 6.5 Essential public facilities sited outside of urban growth areas must be self-supporting and must not require the extension, construction or maintenance of urban governmental services. The provision of services should be addressed when making siting determinations.

## 7.0 TRANSPORTATION

### Purpose

The Growth Management Act requires that transportation planning and improvements be coordinated among jurisdictions and be consistent with the land use elements of local comprehensive plans. The Act also places special emphasis on transportation because a jurisdiction can not approve development unless an adequate level of service is available or planned for to accommodate the development. The countywide transportation policies will address issues of mutual interest; that is when more than one jurisdiction is affected by or involved in a transportation policy program or project. In Walla Walla County this includes all jurisdictions since all incorporated cities and the county have a portion of the State Highway System within their boundaries and the city's streets connect to county roads. These policies then apply to transportation related impacts, policies, programs and projects involving more than one jurisdiction.

Transportation facilities in Walla Walla County consist of airports and airfields, commercial water transportation facilities, highway and road systems, transit systems, bridges, rail systems, truck routes, specialized transportation for the elderly and handicapped and bike and pedestrian routes.

Transportation strategies consist of planning policies and programs, the Regional Transportation Planning Organization (RTPO) Regional Plan, transportation improvement programs, six-year road programs and transportation elements of capital improvement programs and other transportation financing strategies.

### Policies

- 7.1 Walla Walla County and its cities should maintain participation in an RTPO to assure transportation planning is consistent, local needs are reflected in the Regional Plan and to avail themselves of transportation planning technical services.
- 7.2 Walla Walla County and its cities encourage and support continued participation of the Port of Walla Walla and Valley Transit in the RTPO.
- 7.3 Walla Walla County representatives on the RTPO should set priorities for special studies and transportation improvements requiring RTPO approval locally to avoid intra-county/city competition for discretionary funds.
- 7.4 Each comprehensive plan adopted pursuant to the Growth Management Act will contain a transportation element consistent with the plan's land use and economic development policies as well as those of jurisdictions in the planning area.

- 7.5 Each transportation element shall include:
- A. A multi-year financing plan based on needs identified in the jurisdiction's comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road or transit program;
  - B. An analysis of the jurisdiction's ability to fund existing or potential transportation improvements which identifies existing and new revenue sources which may include available local, state or federal funds, property and sales taxes, developer contributions and improvements and impact fees;
  - C. A statement of how land use assumptions and policies will be reassessed to assure level of service standards are being met and how consistency with the land use element will be achieved if full funding is not available.
- 7.6 Transportation improvements which are identified in the transportation element shall be implemented concurrent with new development. Concurrent means that improvements or strategies are in place at the time of development, or that financial commitments are in place to complete the improvements or strategies in six years.
- 7.7 Each jurisdiction's transportation element shall contain level of service standards for arterials, collectors and transit routes including state routes, reflecting urban and rural differences if appropriate.
- 7.8 Each jurisdiction's transportation element shall make provision for the biannual review of the functional classification of the streets and roads under their jurisdiction.
- 7.9 The coordinated transportation elements of each jurisdiction's plan including the Washington State Dept. of Transportation, the Port and Valley Transit will be the Countywide Transportation Plan.
- 7.10 The county and its cities will adopt a cooperative process to evaluate major development proposals that may impact the transportation system in the county or a neighboring jurisdiction. This process should include an early referral and response mechanism and appropriate criteria for use in evaluating the impacts of a proposal. This process should also apply to any transportation improvements contemplated by one jurisdiction that will impact an adjacent jurisdiction.
- 7.11 The establishment of level of service standards should be developed cooperatively by the county and its cities with the assistance of the RTPPO.
- 7.12 The four laning of SR-12 from the Snake River Bridge to Walla Walla along the present or alternate alignment should be a high priority in the Countywide Transportation Plan.

7.13 The Countywide Transportation Plan should:

- A. Set forth policies for development of a north/south connector between SR-12 and SR-125;
- B. Set forth policies for a possible east/west connection from SR-125 to Wilbur Avenue;
- C. Set policies and establish a process for dealing with rail abandonment proposals;
- D. Include recommendations from the Vansycle Canyon Study;
- E. Address the issue of countywide rural public transportation;
- F. Set forth policies for SR-12 from Walla Walla to the Snake River Bridge;
- G. Support better air services into Walla Walla, and the Port's consideration of constructing a new terminal facility at the Regional Airport and support improved highway access in to and out of the airport;
- H. Set forth policies regarding sufficient rail and road access to the Snake and Columbia River port facilities and ensure sufficient infrastructure (ie. barge slips, high docks and storage facilities) at those ports;
- I. Set forth policies on countywide bicycle and pedestrian paths;
- J. Others resulting from the RTPO subcommittee review process;
- K. Protect airports and their associated clear zones and flight paths from encroachment of incompatible land uses and densities.

## 8.0 AFFORDABLE HOUSING

### Purpose

1. Encourage higher density residential development which is in closer proximity to jobs, transit, schools and parks.
2. Serve as a basis for the more detailed comprehensive plans developed by each jurisdiction.
3. Promote infill and redevelopment of existing residential areas and rehabilitation of existing housing stock.
4. Include provisions to adequately address the housing needs of special populations (i.e. people with disabilities, etc.)
5. Create and maintain residential neighborhoods and districts that provide a sense of community.
6. Provide a heightened sense of certainty for lenders and builders.

### Policies

- 8.1 Encourage and promote a wide range of housing development types and densities throughout the county to meet the needs of a diverse population and to provide affordable housing options for all income levels.
- 8.2 Encourage affordable housing through innovative land use techniques such as clustering, planned unit development, infill housing incentives, density bonuses, etc.
- 8.3 Consider permitting accessory housing or the division of existing structures in single family neighborhoods.
- 8.4 The county should provide appropriately zoned lands and location criteria to assure the inclusion of multi-family housing and manufactured home parks within UGAs.
- 8.5 The housing and land use elements of the local comprehensive plans will include an assessment of land availability and general criteria for siting special purpose housing within the UGA to ensure that such housing can be accommodated. The assessment should include the extent to which demands from all segments will be met.
- 8.6 Special purpose housing should include, but not be limited to, migrant farmworker housing and homeless shelters as well as transitional and/or group homes for the developmentally or mentally disabled, recovering chemically dependent persons and the chronic mentally ill.
- 8.7 Base the affordable housing element of the comprehensive plans upon a needs assessment and housing strategy which evaluates the following factors within the community:
  - A. An inventory and conditions study of existing housing stock;
  - B. Barriers to affordable housing including zoning and NIMBY sentiment;
  - C. Available land with services in place;

- D. Current price structure and availability of housing options:
- E. Need for additional units based on population projections including owned, rented and shelter units.

- 8.8 To coordinate the affordable housing element of local comprehensive plans with other plan elements such as land use, services, utilities, open space and parks, economic and rural development issues.
- 8.9 High density housing within the urban growth area which is not contiguous to the municipal boundary may be allowed provided it meets the criteria for contiguous and orderly development.
- 8.10 All housing projects within an urban growth area, but outside of city limits shall be reviewed to ensure compatibility with the urban density projections of the comprehensive plan.
- 8.11 Evaluate the impact on the provision of affordable housing options prior to adoption of any new ordinance or regulation affecting homebuilding.
- 8.12 Consider maximum lot size provisions in zoning codes to maintain residential density as allocated in comprehensive plans.

## 9.0 COUNTYWIDE ECONOMIC DEVELOPMENT AND EMPLOYMENT

### Purpose

To ensure that issues pertaining to a sustainable healthy economy and adequate employment opportunities are recognized as being vitally important to the long-term health of Walla Walla County and are considered as part of each comprehensive plan. To encourage each jurisdiction to develop a plan to address those issues in a manner which maximizes the benefits of an economic development program and minimizes any potential impacts to the local community.

### Policies

- 9.1 To support and encourage economic development that is consistent with the preservation of Walla Walla County's quality of life and environment and that is within the capabilities of the county's, natural resources, public services and public facilities.
- 9.2 To include an economic development element in the comprehensive plans of the county and each city within the county.
- 9.3 To base the economic development element of the comprehensive plans upon a needs assessment which evaluates the following factors within the community:
  - A. An inventory of available land suitable for development of commercial and industrial land use;
  - B. The availability of infrastructure, including transportation and utilities;
  - C. The availability of housing and developable housing lots to support economic growth;
  - D. The needs and characteristics of Walla Walla County's current resident work force, and those residents who will enter the work force in the future;
  - E. The availability of water resources.
- 9.4 To coordinate the economic development element of local comprehensive plans with other elements of the plan, with particular attention being given to coordination with the land use and capital facilities elements, and the Coordinated Water System Plans.
- 9.5 To ensure an adequate supply of industrial property throughout the county, and to support the development of infrastructure to service land designated as industrial.
- 9.6 When designating areas for future commercial and industrial uses, preference should be given to those areas with infrastructure capacity and/or the potential to provide infrastructure; and the potential to provide adequate, affordable housing, and/or transportation linkages to existing housing.

- 9.7 The economic development element should encourage inter-jurisdictional coordination and cooperation on economic development issues, particularly those that affect the size and diversity of the economic base. Comprehensive plans should encourage coordination between local economic development organizations.
- 9.8 Local economic development organizations should participate in the development of the comprehensive plans of each jurisdiction; at a minimum reviewing and commenting on document drafts.
- 9.9 Support federal and state resource agency coordination with local governments and economic development groups concerning their land use plans that may impact economic development activity.
- 9.10 The county and municipalities will demonstrate their commitment to the retention of those enterprises which have created the economic base of the county and promote their continued growth in a predictable environment which encourages investment and job growth.
- 9.11 Develop agriculture based industries through continued innovations in production, marketing, technology and increased investment in value added processing.
- 9.12 Improve the overall business climate through promotion of governmental efficiency to ensure that regulations protect the public interests, including private sector business opportunities; and to ensure that all building permits, planning regulations and procedures are clear, uncomplicated, concise, and administered in a timely manner.
- 9.13 Support and encourage economic development efforts to diversify and expand basic manufacturing and service related jobs.
- 9.14 To recognize the importance of industrial zoned property on the Columbia/Snake River system for the efficient transportation of local commodities to world markets. To support efforts to protect and encourage zoned industrial property on the river system.
- 9.15 The county and municipalities will encourage the recruitment of new business employers to absorb the increasing labor force, and to supply employment to a portion of the county's residents who are currently employed outside the county.

## 10.0 RURAL LANDS

### Purpose

1. To provide a variety of lifestyle choices for county residents.
2. To serve as a buffer between urban lands and resource and critical lands.
3. To bank land for future urban expansion.
4. To retain open spaces.
5. To retain the rural/agrarian character of the county.

### Policies

- 10.1 Rural lands are distinguished from Urban Growth Areas and from agricultural, forestry and mineral lands and shall have an appropriate level of services established.
- 10.2 Rural lands may be lands that are not suited for agricultural or forest production, but have physical or economic barriers preventing the provision of urban level services.
- 10.3 Rural lands are characterized by a lower level of service; mixed residential, agricultural and open space uses; broad vistas, parcels of varying sizes; a variety of housing types and small unincorporated communities.
- 10.4 Rural lands often have an established land use pattern that precludes urbanization and are generally served by septic tanks and individual wells or a small community water system and are anticipated to continue as such.
- 10.5 Rural Service Centers are small unincorporated communities generally providing limited commercial services, a post office, a school, agricultural services and a variety of housing types.
- 10.6 The use of innovative land use techniques that may include planned unit developments, transfer of development rights, cluster development, density bonuses, etc., should be given priority in rural areas to both lessen the impacts upon the environment and traditional agricultural/forestry uses and to more economically provide services.
- 10.7 The county should promote the retention of its overall character by establishing zoning classifications that preserve that rural/agrarian atmosphere.
- 10.8 Development in rural areas is subject to agricultural/forestry activities that may take place as a right on adjacent properties.
- 10.9 Rural lands adjacent to commercial agricultural or forestry uses may require buffering.

- 10.10 Varying densities of rural lands or "urban reserve" areas should be considered at the urban interface to ensure eventual orderly inclusion.
- 10.11 A certain level of mixed uses in rural areas and rural service centers is acceptable and may include limited commercial, service and industrial uses.

## 11.0 RESOURCE AND CRITICAL LANDS

### Purpose

1. To retain open spaces, recreational opportunities and the rural atmosphere of Walla Walla County.
2. To maintain the resource based industries of Walla Walla County and encourage the conservation of productive agricultural and forest lands.
3. To conserve fish and wildlife habitat.
4. To protect the environmental quality present in the county which in turn enhances the quality of life for county residents.
5. To discourage uses that are incompatible with resource and critical lands.
6. To protect life and property from natural hazards.

### Policies

- 11.1 Because Walla Walla County is unique and diverse in its climate, topography and land uses, the protection of resource lands and critical areas which may not be considered prime or of long term commercial significance under the GMA Minimum Guidelines shall still be a priority for the county.
- 11.2 The forest lands of Walla Walla County, while not of long-term commercial significance, are to still be considered to be an important resource because they support livestock grazing, timber harvesting, provide wildlife habitat and serve as an aquifer recharge area.
- 11.3 Priority should be given to preserving and protecting resource and critical lands. Development that is permitted that is associated or adjacent to these areas should be properly managed.
- 11.4 The county is in the midst of ongoing studies regarding aquifer recharge areas and updating the Critical Water Supply Service Area Plan, therefore it is anticipated that the conclusion of those studies will result in the refinement of this element.
- 11.5 The county will continue to utilize the Federal Emergency Management Agency program for floodplain management.
- 11.6 The definitions to be used will be those adopted by the Walla Walla County Resource Lands Advisory Committee and the Critical Areas Advisory Committee.
- 11.7 The designations and policies contained in this element shall be in conformance with those contained in each jurisdiction's ordinance implementing the State Environmental Policy Act and with the Shoreline Master Program.
- 11.8 All jurisdictions shall strive to protect and enhance critical wildlife areas through comprehensive plans and policies, and develop regulations that reflect natural constraints and protect sensitive features.
- 11.9 All jurisdictions shall strive to ensure that priority wildlife species

do not become imperiled or extinct due to land use changes, habitat alteration, and other human activities.

- 11.10 All jurisdictions shall adopt protection measures for wetlands and riparian areas to protect human values and functions, protect water quality, reduce public costs, prevent environmental degradation, and protect fish and wildlife habitat. Protection measures will reflect the importance and vulnerability of different classes of wetlands.
- 11.11 All jurisdictions shall minimize fragmentation of habitat by protecting important interconnecting corridors to form a continuous network of wildlife habitat via dedication, purchase, land exchange or easements where appropriate.
- 11.12 All jurisdictions shall coordinate with state and federal agencies concerned with wildlife resources in land use planning activities that may impact those resources.
- 11.13 Comprehensive plans should provide for appropriately located lands to provide for an adequate supply of rock and gravel resources.
- 11.14 Transportation corridors will be allowed in critical areas and resource lands if reasonable alternate routes are not available.
- 11.15 Wetlands definitions and delineations shall be consistent between the county and the municipalities.
- 11.16 Comprehensive plans will reflect a "Right to Farm" in agricultural areas.
- 11.17 Each jurisdiction shall identify open space corridors and work together to plan for those that cross jurisdictional boundaries.
- 11.18 As critical lands are inventoried and classified consistent with GMA guidelines, the county, cities and resource agencies will attempt to replace those land uses negatively impacted by such a designation.
- 11.19 The county and municipalities support the concept of wetland banking, or other acceptable methods, as an incentive to create, enhance, or restore wetland values in anticipation of a future project that will potentially impact a wetland or buffer.
- 11.20 Walla Walla County discourages additional acquisition of large parcels of critical lands by state and federal agencies.

## 12.0 PLANNING STANDARDS

### Purpose

1. Ensure uniformity between all jurisdictions of the county in terms of terminology and land use categories.
2. To create documents that are readily understandable to the public, developers and other users.

### Policies

- 12.1 Waila Waila County and the cities will cooperatively determine the basic land use categories to be contained in the respective comprehensive plans, as well as definitions of terms to be used.
- 12.2 Each Urban Growth Management Agreement shall identify common and consistent development and construction standards to be applied throughout the UGA.
- 12.3 Waila Waila County and its cities will cooperatively develop uniform public notification procedures for plan amendments.
- 12.4 Uniform amendment procedures and agency notification requirements will be adopted for plan and development code amendments and other development activities that involve multiple jurisdictions.
- 12.5 Each entity is encouraged to include an energy conservation element.

## 13.0 FISCAL IMPACT

### Purpose

1. To provide a means for assessing the cost of providing public services in conformance with the comprehensive plans of the county and its cities.
2. To provide alternative means of financing required public improvements.

### Policies

- 13.1 Where capital improvement and land use plans involve lands within or adjacent to the UGA, the county and cities, individually and jointly, shall routinely conduct fiscal analysis which identifies the most cost effective means of providing and locating public services and infrastructure over the long term. This should be done through: 1) 6 year capital improvement plans showing infrastructure sized to accommodate build-out of service areas within the 20 year UGA; 2) construction, design and placement standards for roads, intersections, water, sewer, lights, etc.; and 3) build-out scenarios for schools, fire and police and projected demands.
- 13.2 Each capital improvement plan should include: 1) plan for cooperation between the public and private sectors to ensure coordination of those plans with emphasis on the effective provision of services at the adopted level of service concurrent with demand; 2) inventory of existing capital facilities; and 3) an assessment of future needs.
- 13.3 Consideration should be given to the use of innovative financing strategies for capital improvements which minimize the costs to taxpayers and provide for equitable assignment of costs between existing and new development.
- 13.4 Consideration should be given to the imposition of impact fees to ensure that new development pays its fair share for improvements necessitated by growth and contributes to the overall financing of capital improvements.
- 13.5 The county and cities shall work to develop a process for use by local government to facilitate the identification, analysis and disclosure of the fiscal impacts of major development proposals and governmental actions. The process shall establish a formula to address fiscal impacts, including tax revenues and service cost implications of the following: 1) proposed changes in municipal boundaries; 2) proposed changes in UGAs; 3) proposed master planned resorts and fully contained new communities; and 4) proposed large-scale residential, commercial and industrial developments.

## 14.0 PUBLIC EDUCATION AND PARTICIPATION

### Purpose

The Growth Management Act encourages "early and continuous" citizen participation throughout the Growth Management Act. In order for a comprehensive plan to be effective, its "ownership" must not be limited to the governmental jurisdictions involved in its creation. The plan should represent the goals and desires of the community at large.

### Policies

- 14.1 The following committees shall be appointed as advisory committees to the Board of County Commissioners: Resource Lands Technical Advisory Committee, Critical Areas Technical Advisory Committee, Economic Development Technical Advisory Committee; and the Burbank, Touchet, Prescott, Waitsburg, Mill Creek, Russell Creek and Urban Area Advisory Committees. Other committees may be appointed as necessary; cities may also appoint citizen committees for planning within their boundaries.
- 14.2 General citizen participation shall be solicited through the use of timely press releases, newsletters and postcard notices, and staff presentations to clubs, organizations and other interested groups.
- 14.3 Staff and appointed committees should hold workshops, informational meetings, etc. in a cross section of geographic areas around the county to solicit input for the plan of each city and each sub-area of the county.
- 14.4 Prior to the adoption of any portion of a comprehensive plan the affected jurisdiction shall hold at least one public hearing by its Planning Commission and one hearing by the City Council or Board of Commissioners before it is adopted.

## 15.0 PROCESS FOR REVIEW AND AMENDMENT

### Purpose

1. To provide a uniform process for the review and amendment of the Countywide Planning Policies.
2. To provide a process for public notification and involvement.

### Policies

- 15.1 Throughout the ongoing planning process, the county or individual jurisdictions may request that the Countywide Policy Planning Committee reconvene to discuss issues related to the policies or to propose amendments to the policies.
- 15.2 The Countywide Planning Policies should be reviewed each time a jurisdiction amends its comprehensive plan in order to ensure consistency between the plan amendment and adopted policies.
- 15.3 Proposed amendments to the Countywide Planning Policies shall be reviewed and adopted by the same procedure under which they were originally adopted.
- 15.4 Any proposed amendment shall receive widespread public notification.
- 15.5 Any proposal for a new fully contained community shall be reviewed by the county and all cities, since it impacts the population allocation process, potentially requiring amendment of all comprehensive plans within the county.
- 15.6 Review of comprehensive plans and development ordinances shall occur at 10 year intervals to eliminate inconsistencies, conflicts and ambiguities.

## APPENDIX "A"

### DEFINITIONS

#### Legislative

**Agricultural Land** - land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to excise tax, or livestock, and that has long-term commercial significance for agricultural production.

**Comprehensive Land Use Plan** - (also comprehensive plan or plan) a generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to GMA.

**Critical Areas** - include the following areas and ecosystems: wetlands; areas with a critical recharging effect on aquifers used for potable water; fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

**Development Regulations** - means any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances.

**Forest Land** - means land primarily useful for growing trees, including Christmas trees subject to excise tax, for commercial purposes, and that has long-term commercial significance for growing trees commercially.

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

**Minerals** - include gravel, sand, and valuable metallic substances.

**Public Facilities** - include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, schools and government buildings.

**Public Services** - include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

**Urban Growth** - refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide

City of College Place

ORDINANCE # 1003

AN ORDINANCE RELATING TO LAND USE AND PLANNING; ADOPTING THE UPDATED 2008 COMPREHENSIVE PLAN OF THE CITY OF COLLEGE PLACE AND AMENDING ORDINANCE #916.

**WHEREAS**, Walla Walla County and the cities therein are each required by the State of Washington Growth Management Act (GMA) to update Comprehensive Plans consistent with the requirements of said Act; and

**WHEREAS**, The City of College Place undertook the updated requirement with the assistance of a grant from the Washington State Department of Community Trade and Economic Development; and

**WHEREAS**, Public forums were held on July 10, 19 and 24 and open houses on November 8 and 15 to take public comment and answer questions.

**WHEREAS**, The City Planning Commission, after public forums, open houses and public hearings, recommend approval of the draft plan based on the following findings:

- (A) The city is required to update its Comprehensive Plan consistent with the requirements of the Growth Management Act.
- (B) The Plan is consistent with the Countywide Planning Policies of Walla Walla County, with the exceptions
  - a. That an economic development element is not included. However, policies regarding economic development are present throughout the plan, and
  - b. That a shorelines element is not included as the City of College Place does not have any "Shorelines of the State" as listed by the State of Washington for Walla Walla County.
- (C) A Supplemental Environmental Impact Statement was prepared for the 1983 College Place Comprehensive plan and an EIS was prepared for the 1987 Walla Walla County Urban Area Comprehensive Plan. An Environmental Addendum was prepared for the 1995 Comprehensive Plan. A Supplemental Environmental Impact Statement was prepared for the 2003 Comprehensive Plan Amendment and Urban Growth Area expansion. The 2008 plan is substantially consistent with the previous plans and therefore an Environmental Addendum is sufficient for SEPA purposes and is attached hereto.
- (D) The Walla Walla County Comprehensive Plan Amendment included a correction to the Urban Growth Area to include all of Mt. Hope Cemetery

which had previously been split by the UGA line. The UGA line was moved to encompass the entire lot. The maps in the 2008 Comprehensive Plan reflect this change.

- (E) The Walla Walla County 2007 Comprehensive Plan Amendment also identified 3 properties along Wallula Ave. and 1 on Electric Ave. as incorrectly shown in the City limits of College Place. All four properties are in the College Place Urban Growth Area, but not in the City limits. The maps in the 2008 Comprehensive Plan reflect these changes.
- (F) The projected 20 year growth for 2025, as appropriated by Walla Walla County is 10,825, down from the 12,830 projection in the College Place 2003 plan, but amended by the County in 2005, based on the Office of Financial Management Medium Series Population Estimate and the College Place share of the County population which is 15%.

**WHEREAS**, the 2008 Comprehensive Plan was submitted to the Washington State Department of Trade and Economic Development on October 19, 2007 for 60 day review, ending on December 19, 2007 and received comments from WSDOT Aviation Division, Benton Franklin Regional Council and CTED, and

**WHEREAS**, The College Place Planning Commission held a public hearing on November 20, 2007 and recommended City Council approval of the Plan, and

**WHEREAS**, City Council held a public hearing on November 26, 2007 to take additional testimony. No additional public comments have been received on the proposed 2008 Comprehensive Plan.

**NOW, THEREFORE**, the City Council of the City of College Place does hereby ordain as follows:

**Section 1.**

- 1.1 The City of College Place in considering its Comprehensive Plan followed a public participation process, including information mailings and meetings, notices in the City newsletter and local media, notices to agencies and individuals as required by the Growth Management Act, and Planning Commission workshops and hearings.
- 1.2 The Findings of Fact, as listed in the preamble of this ordinance, are confirmed and adopted.
- 1.3 Existing city subdivision, zoning and environmental ordinances are not in conflict with the policies of this plan.
- 1.4 An Environmental Impact Statement (EIS) was prepared for the 1983 College Place Comprehensive Plan, an EIS was prepared for the 1987 Walla Walla County Urban Area Comprehensive Plan, an Environmental Addendum was prepared for the 1995 Plan and a

Supplemental EIS was prepared for the 2003 plan. The 2008 Comprehensive Plan is substantially consistent with the previous Plans and therefore an Environmental Addendum is sufficient for SEPA purposes and is attached hereto.

**Section 2.** This Comprehensive Plan supersedes and replaces the City's 1995 Comprehensive Plan and its 2003 amendment. The 2008 Comprehensive Plan and Environmental Addendum are hereby adopted as presented to the City Council of the City of College Place.

**Section 3.** Effective Date: This Ordinance shall take effect five days after the date of its publication as provided by law.

**Section 4.** Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance.

Passed by the City Council of the City of College Place at a regular meeting this 24<sup>th</sup> day of March, 2008.

APPROVED:



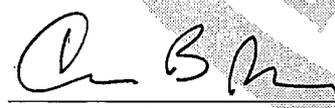
Edward M. Arimon- Mayor

ATTEST:



Robert C. Zielfelder – City Clerk

APPROVED AS TO FORM:



Charles Phillips – City Attorney

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City of College Place

ORDINANCE # 1022

AN ORDINANCE RELATING TO LAND USE AND PLANNING; ADOPTING THE 2009 AMENDMENTS TO THE 2008 COMPREHENSIVE PLAN OF THE CITY OF COLLEGE PLACE AND AMENDING ORDINANCES #916 AND #1003.

**WHEREAS**, Walla Walla County and the cities therein are each required by the State of Washington Growth Management Act (GMA) to update Comprehensive Plans consistent with the requirements of said Act; and

**WHEREAS**, The City of College Place advertised for amendments as required, receiving no public applications; and

**WHEREAS**, The City Planning Commission on April 21, 2009 held a public hearing on the changes proposed by the City and recommended approval of the 2009 Amendments based on the following findings:

- (A) The city is required to update its Comprehensive Plan consistent with the requirements of the Growth Management Act.
- (B) The Plan is consistent with the Countywide Planning Policies of Walla Walla County.
- (C) The proposed amendments are intended to update projects and minor text.
- (D) The Transportation Appendix update will provide required data and will lead to certification of the Transportation Plan through the Benton Franklin Regional Council.
- (E) A Determination of Non-Significance was issued April 7, 2009. Previous environmental decisions for the Comprehensive Plan include: A Supplemental Environmental Impact Statement was prepared for the 1983 College Place Comprehensive plan and an EIS was prepared for the 1987 Walla Walla County Urban Area Comprehensive Plan. An Environmental Addendum was prepared for the 1995 Comprehensive Plan. A Supplemental Environmental Impact Statement was prepared for the 2003 Comprehensive Plan Amendment and Urban Growth Area expansion. The 2008 plan is substantially consistent with the previous plans and therefore an Environmental Addendum is sufficient for SEPA purposes and is attached hereto.

**WHEREAS**, the 2009 Amendments to the 2008 Comprehensive Plan was submitted to the Washington State Department of Trade and Economic Development on April 7, 2009 for 60 day review, ending on June 8, 2009 and received comments from CTED, and

**WHEREAS**, The College Place Planning Commission held a public hearing on April 21, 2009 and recommended City Council approval of the Plan, and

**WHEREAS**, City Council held a public hearing on June 22, 2009 to take additional testimony. No additional public comments have been received on the proposed 2009 amendments of the 2008 Comprehensive Plan.

**NOW, THEREFORE**, the City Council of the City of College Place does hereby ordain as follows:

**Section 1.**

- 1.1 The Findings of Fact, as listed in the preamble of this ordinance, are confirmed and adopted.
- 1.2 Existing city subdivision, zoning and environmental ordinances are not in conflict with the policies of this plan.
- 1.3 An Environmental Impact Statement (EIS) was prepared for the 1983 College Place Comprehensive Plan, an EIS was prepared for the 1987 Walla Walla County Urban Area Comprehensive Plan, an Environmental Addendum was prepared for the 1995 Plan and a Supplemental EIS was prepared for the 2003 plan. The 2008 Comprehensive Plan is substantially consistent with the previous Plans and an Environmental Addendum prepared, a Determination of Non-significance for the 2009 amendments was issued on April 7, 2009.

**Section 2.** The following changes are incorporated in The 2008 Comprehensive Plan: Transportation Appendix is replaced in it's entirety by the 2009 Transportation Appendix.

Parks and Open Space Appendix

- Change Interagency Committee for Outdoor Recreation (IAC) to Recreation and Conservation Office (RCO).
- The City of College Place has constructed bike and pedestrian facilities along the new Whitman Extension, connecting Myra Road and SE Larch Street. In addition, the City is working with private property owners and developers to continue pedestrian and bike facilities out West Whitman to the end of the City limits at Martin Field.
- In 2008, the City adopted the College Place Parks and Open Space Plan, extracted from and based on the City's Comprehensive Plan.
- Sidewalk project for Whitman

Capital Facilities Element Appendix

- Six year Capital Facilities Program-Include current Plan
- The City's water system is supplied from the wells The wells draw from the regional basalt aquifer and have a combined capacity of 4,950 gallons per minute or 7,128,000 gallons per day. The pressure is

provided through an elevated water tower and a booster station. Storage is provided through a 500,000 gallon water tower and 2 – 750,000 gallon ground level reservoirs.

- The City’s water division is in the preliminary stages of initiating a pre-design study for a new elevated water tower on the west end of College Place at the city’s wastewater treatment plant. .

Land Use Element

- Policy LU-3C Promote the reduction in greenhouse gas emissions by focusing and concentrating development to existing urban areas.

Land Use Appendix – Change Table LU-10 to include College Ave District

**Table LU-10 UGA Land Use Designations  
And Implementing Zoning Districts**

Land Use Map Designation	Implementing Zoning Districts
Urban Residential (UR)	R-75 Single Family R-60 Single Family (Allows for duplexes) Neighborhood Commercial (Overlay) Public Reserve (Overlay) Planned Unit Development
Multiple Family (MF)	MultiFamily Residential Mobile Home Parks Neighborhood Commercial (Overlay) Public Reserve (Overlay) Planned Unit Development
Commercial	General Commercial Public Reserve (Overlay) Planned Unit Development
Commercial/Light Industrial	General Commercial Light Industrial Public Reserve (Overlay) Planned Unit Development
Light Industrial	Light Industrial Planned Unit Development
Public Reserve	Public Reserve
College Avenue District	(To Be Developed)

Introduction

Consistency with other Comprehensive Plans

Walla Walla County adopted the Countywide Planning Policies in 1993 facilitating the planning coordination and serving as a guide to ensure that the cities and county comprehensive plans are consistent. In 2007 the County adopted the 10 year update of its Comprehensive Plan as required by GMA, including addressing land use and zoning consistency issues within the College Place Urban Growth Area.

The County's Comprehensive Plan Land Use Element adopts policies that reference the College Place Land Use designations and annexation policies. It is the City of College Place goal to be consistent with the County Wide Planning Policies and to plan and coordinate permitted land uses and development in the Urban Growth Area.

**Section 3.** Effective Date: This Ordinance shall take effect five days after the date of its publication as provided by law.

**Section 4.** Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance.

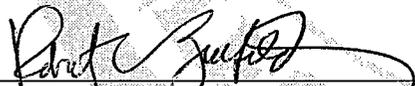
Passed by the City Council of the City of College Place at a regular meeting this 22<sup>nd</sup> day of June 2009.

APPROVED:



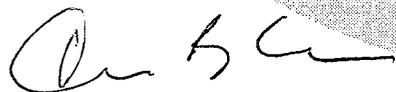
Rick Newby- Mayor

ATTEST:



Robert C. Zielfelder - City Clerk

APPROVED AS TO FORM:



Charles Phillips - City Attorney

City of College Place

ORDINANCE # 1101

AN ORDINANCE RELATING TO LAND USE AND PLANNING; ADOPTING THE 2014 AMENDMENTS TO THE 2008 COMPREHENSIVE PLAN OF THE CITY OF COLLEGE PLACE; ADOPTING THE PARK AND OPEN SPACE PLAN AND AMENDING ORDINANCES #916, #1003 AND #1022.

WHEREAS, Walla Walla County and the cities therein are each required by the State of Washington Growth Management Act (GMA) to update Comprehensive Plans consistent with the requirements of said Act; and

WHEREAS, The City of College Place advertised for amendments as required; and

WHEREAS, The Walla Walla County Board of County Commissioners has made changes to the College Place Urban Growth Area requiring two concurrency amendment applications; and

WHEREAS, The City of College Place received one Land Use amendment application from the Mercado family; and

WHEREAS, City Staff has proposed Land Use and Zoning amendment applications; and

WHEREAS, City Staff has proposed Text amendment applications; and

WHEREAS, The Washington State Recreation and Conservation Office (RCO) requires Park and Open Space Plan updates every six years in order to be eligible to apply for RCO grants; and

WHEREAS, The City of College Place's Park and Open Space Plan expired March 24, 2014; and

WHEREAS, The City Planning Commission on March 18, 2014 held a public hearing on the proposed Hopson UGA Concurrency Amendment and recommended approval based on the following findings and conclusions:

1. A complete application was received.
2. The properties are in the City of College Place's Water Service Area.
3. The proposed change is consistent with the College Place Comprehensive Plan.
4. The amendment expands the College Place Urban Growth Area (UGA) and reduces the City of Walla Walla's UGA by 8.81 acres.
5. On December 16, 2013 the Walla Walla County Board of County Commissioners approved Ordinance No. 419 effectively adjusting the UGA of the Cities of College Place and Walla Walla by 8.81 acres.

6. On January 21, 2014 the College Place Planning Commission held a public workshop.
7. On March 4, 2014 a Notice of Public Hearing was published in the Walla Walla Union Bulletin and effected property owners and adjacent property owners within 300 feet were noticed via first class mail of the Public Hearing.
8. On March 4, 2014 A Determination of Non-Significance has been proposed for this amendment.
9. On March 18, 2014 the College Place Planning Commission held a public hearing; and

WHEREAS, The City Planning Commission on March 18, 2014 held a public hearing on the proposed Locati UGA Concurrency Amendment and recommended approval based on the following findings and conclusions:

1. A complete application was received.
2. The properties can be served by city sewer (8" main in Blalock Dr).
3. The proposed change is consistent with the College Place Comprehensive Plan.
4. The amendment expands the College Place Urban Growth Area (UGA) by 4.46 acres.
5. On December 16, 2013 the Walla Walla County Board of County Commissioners approved Ordinance No. 422 effectively adjusting the UGA of the Cities of College Place by 4.46 acres.
6. On January 21, 2014 the College Place Planning Commission held a public workshop.
7. On March 4, 2014 a Notice of Public Hearing was published in the Walla Walla Union Bulletin and effected property owners and adjacent property owners within 300 feet were noticed via first class mail of the Public Hearing.
8. On March 4, 2014 A Determination of Non-Significance has been proposed for this amendment.
9. On March 18, 2014 the College Place Planning Commission held a public hearing; and

WHEREAS, The City Planning Commission on March 18, 2014 held a public hearing on the proposed Mercado Land Use and Rezone Amendment and recommended approval based on the following findings and conclusions:

1. A complete application was received.
2. The properties can be served by city sewer (8" main in Spitzenburg St).
3. The proposed change is consistent with the College Place Comprehensive Plan.
4. On January 21, 2014 the College Place Planning Commission held a public workshop.
5. On March 4, 2014 a Notice of Public Hearing was published in the Walla Walla Union Bulletin and effected property owners and adjacent property owners within 300 feet were noticed via first class mail of the Public Hearing.
6. On March 4, 2014 A Determination of Non-Significance has been proposed for this amendment.

7. On March 18, 2014 the College Place Planning Commission held a public hearing; and

WHEREAS, The City Planning Commission on March 18, 2014 held a public hearing on the proposed City Requested Land Use and Rezone Amendments (areas A, B & C) and recommended approval based on the following findings and conclusions:

1. A complete application was received.
2. The proposed change is consistent with the College Place Comprehensive Plan.
3. On January 21, 2014 the College Place Planning Commission held a public workshop.
4. On March 4, 2014 a Notice of Public Hearing was published in the Walla Walla Union Bulletin and effected property owners and adjacent property owners within 300 feet were noticed via first class mail of the Public Hearing.
5. On March 4, 2014 A Determination of Non-Significance has been proposed for this amendment.
6. On March 18, 2014 the College Place Planning Commission held a public hearing; and

WHEREAS, City Council held a public hearing on April 14, 2014 to take additional testimony on the Hopson UGA Concurrency Amendment, Locati UGA Concurrency Amendment, Mercado Land Use and Rezone Amendment, and City Requested Land Use and Rezone Amendments (areas A, B & C); and

WHEREAS, The City Planning Commission on May 20, 2014 held public a hearing on the proposed 2014 Text Amendments to the 2008 College Place Comprehensive Plan and the 2008 College Place Park and Open Space Plan and recommended approval based on the following findings and conclusions:

1. The city is required to update its Comprehensive Plan consistent with the requirements of the Growth Management Act.
2. The Plan is consistent with the Countywide Planning Policies of Walla Walla County.
3. The proposed amendments are intended to update projects and minor text.
4. The Transportation Appendix update will provide required data and will lead to certification of the Transportation Plan through the Walla Walla Valley Metropolitan Planning Organization.
5. A Determination of Non-Significance was issued May 6, 2014. Previous environmental decisions for the Comprehensive Plan include: A Supplemental Environmental Impact Statement was prepared for the 1983 College Place Comprehensive plan and an EIS was prepared for the 1987 Walla Walla County Urban Area Comprehensive Plan. An Environmental Addendum was prepared for the 1995 Comprehensive Plan. A Supplemental Environmental Impact Statement was prepared for the 2003 Comprehensive Plan Amendment and Urban Growth Area expansion. The 2014 plan is substantially consistent with the previous plans; and

WHEREAS, City Council held a public hearing on June 9, 2014 to take additional testimony on the proposed Text amendments to the 2008 College Place Comprehensive Plan and the 2008 College Place Park and Open Space Plan; and

WHEREAS, The Plan is consistent with the Countywide Planning Policies of Walla Walla County; and

WHEREAS, A Supplemental Environmental Impact Statement was prepared for the 1983 College Place Comprehensive plan and an EIS was prepared for the 1987 Walla Walla County Urban Area Comprehensive Plan. An Environmental Addendum was prepared for the 1995 Comprehensive Plan. A Supplemental Environmental Impact Statement was prepared for the 2003 Comprehensive Plan Amendment and Urban Growth Area expansion. An Environmental Addendum was prepared for the 2008 Comprehensive Plan Amendment and Urban Growth Area Expansion; and

WHEREAS, A Determination of Non-Significance was issued on May 6, 2014 for the 2014 Amendments to the 2008 Comprehensive Plan; and

WHEREAS, the 2014 Amendments to the 2008 Comprehensive Plan was submitted to the Washington State Department of Commerce and received on April 18, 2014 for the 60-day Notice of Intent to Adopt Amendments, ending on June 17, 2014; and

NOW, THEREFORE, the City Council of the City of College Place does hereby ordain as follows:

Section 1.

- A. The Findings of Fact, as listed in the preamble of this ordinance, are confirmed and adopted.
- B. Existing city subdivision, zoning and environmental ordinances are not in conflict with the policies of this plan.
- C. An Environmental Impact Statement (EIS) was prepared for the 1983 College Place Comprehensive Plan, an EIS was prepared for the 1987 Walla Walla County Urban Area Comprehensive Plan, an Environmental Addendum was prepared for the 1995 Plan and a Supplemental EIS was prepared for the 2003 plan. The 2008 Comprehensive Plan is substantially consistent with the previous Plans and an Environmental Addendum prepared, a Determination of Non-significance for the 2014 amendments was issued on May 6, 2014.

Section 2. The following 2014 amendments are incorporated into the 2008 Comprehensive Plan:

Exhibit A – LAND USE, Figure LU-2;

Exhibit B – ZONING, Figure LU-4;

Exhibit C – Parks and Open Space Appendix;

Exhibit D – Capital Facilities Element;

Exhibit E – Capital Facilities Appendix;

Exhibit F – Transportation Element;

Exhibit G – Transportation Appendix;

Exhibit H – WSDOT Functional Street Classifications, Figure TR-1

Section 3. The following 2014 amendments are incorporated into the 2008 Park and Open Space Plan:

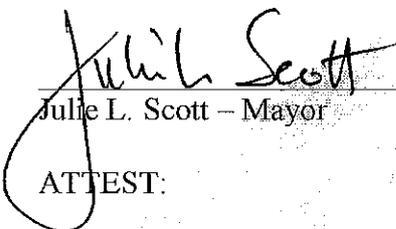
Exhibit I – Park and Open Space Plan – June 2014

Section 4. Effective Date: This Ordinance shall take effect June 18, 2014 upon its passage and publication as provided by law.

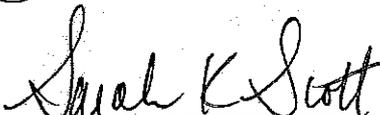
Section 5. Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance.

Passed by the City Council of the City of College Place at a regular meeting this 9<sup>th</sup> day of June 2014.

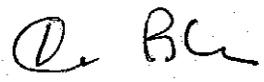
APPROVED:

  
\_\_\_\_\_  
Julie L. Scott – Mayor

ATTEST:

  
\_\_\_\_\_  
Sarah K. Scott – City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Charles B. Phillips – City Attorney