Volume II

Supporting Analysis

Comprehensive Plan

City of Pasco, Washington

2018 to 2038

City of Pasco

Comprehensive Plan

Volume II, Supporting Analysis

Re-adopted by Ordinance No. ___ _____

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Introduction

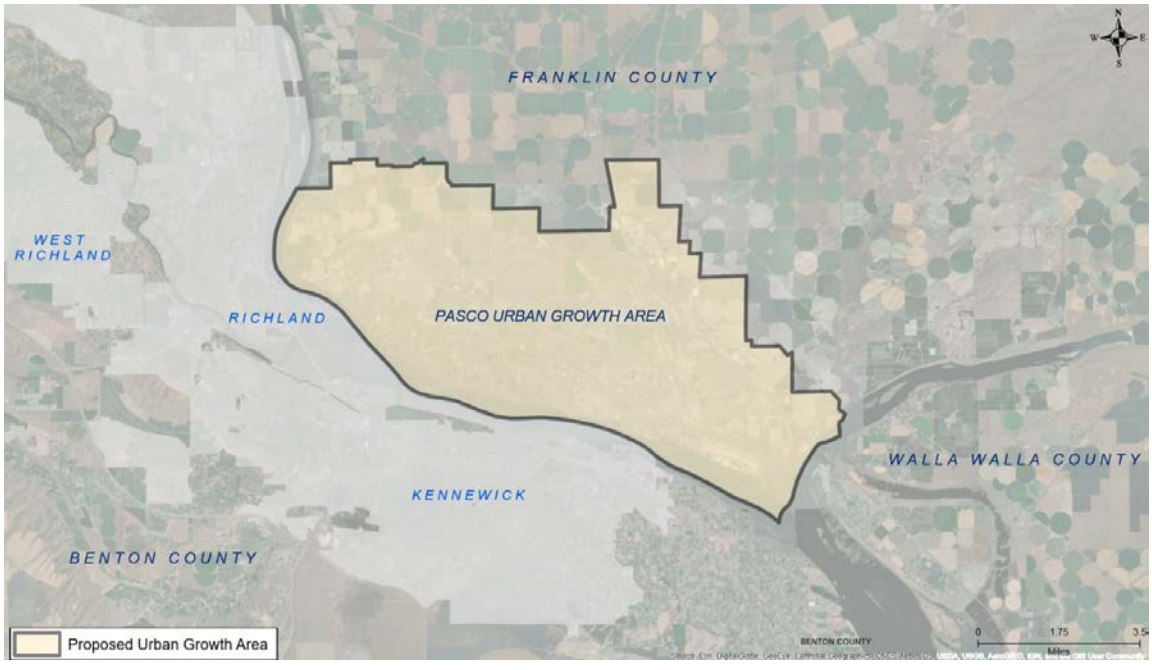
Volume II of the Pasco Comprehensive Plan (Plan) includes general information about Pasco. For various elements of the Comprehensive Plan, it includes current and forecast data, needs assessments or analyses, and conclusions, and as appropriate, references to other source materials. Goals and policies are available in Volume 1 of the Comprehensive Plan. Implementation tools are identified at the end of this document.

Pasco's Setting

The City of Pasco is located at the confluence of the Columbia, Yakima, and Snake Rivers. It is one of the three cities in the Tri-Cities metropolitan area consisting of Pasco, Kennewick, and Richland. Because of its location, Pasco is considered the gateway to the agriculturally rich Columbia Basin. The proximity of Grand Coulee Dam, the largest hydroelectric dam in the United States, has unlocked a wealth of agricultural possibilities for the Pasco area.

Pasco is situated in Franklin County (Figure Int-1) which, because of large water diversion projects completed in the 1950s, has become a major agricultural product producer in the State. Potatoes, onions, corn, and other grains; and lentils, apples, grapes, and other crops, spring from lands formerly used for dry land farming and livestock grazing.

Figure Int-1: City of Pasco in the Region

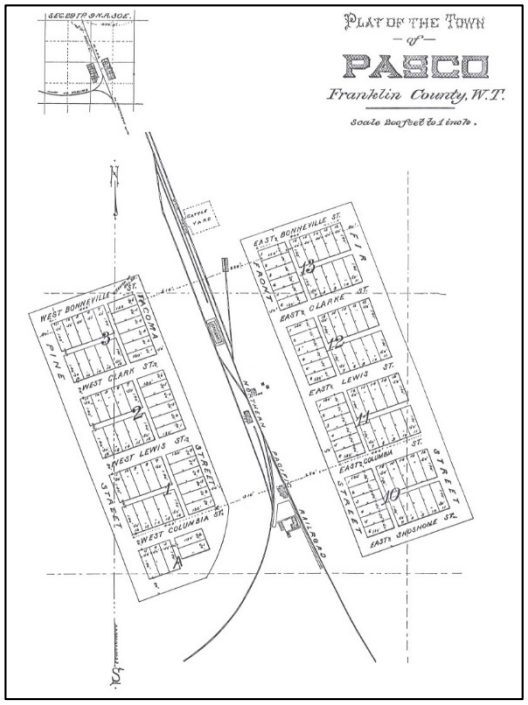


Agriculture had an early start in Pasco by means of pumped water from the Columbia and Snake Rivers - perhaps as early as the 1890s. The first major irrigation project began operating around 1910. It was privately funded because Congress did not approve a proposal to bring water to Pasco from the Palouse River. This private effort was designed to serve the immediate Pasco area and required large pumps to lift water out of the Snake River for a projected 15,000 acres. The pump house was built out of concrete and is still readily visible from the south side of the Snake River.

What's in a Name

The name of the City is something of a curiosity because it has an apparent Spanish sound to it in a region geographically well beyond the past influence of Spanish Mexican control. Thanks to the July 31, 1914 issue of *Pasco Express,* examined by members of the Franklin County Historical Society, the following was learned about how Pasco got its name:

> *"MAN WHO NAMED PASCO VISITS CITY V.C. Bogue, now an eminent engineer of New York City, renews acquaintances in Pasco on Monday. This was his first visit in nearly thirty years. Mr. Bogue an engineer for the Northern Pacific Railroad, located the route of the N.P. through Stampede Pass in the Cascade Mountains, and he also located and named Pasco.*
>
> *Just how he came to choose the name was news to this reporter and may be to others of our readers. Just prior to his engagement with the N.P., Mr. Bogue had successfully constructed a line of railway across the Andes Mountains in South America. The highest point on the railway was a mining town named Cerro de Pasco. It was distinguished as a windy, dusty place, and so on the first day he spent in our city, and meeting with a good old-fashioned dust storm, he was reminded of this place in the Andes and tagged the new town site "Pasco."*



The name "Pasco" took on official status in May of 1881 when the rail switch named Pasco was cut-in for the Cascade branch of the Northern Pacific Railroad. The name stuck to the community that existed primarily because of the major rail line that passed through it.

Pasco Then and Now

The original town site of Pasco was created in April of 1886 with the recording of the Pasco Town Plat. The original town site contained 8 blocks equally divided by the Pacific Northern Rail yards. From that modest beginning, Pasco has grown to encompass more than 33 square miles of land. The original town site that was home to a handful of settlers has now multiplied to over 75,290 residents.

The community of Pasco required three elections before it could be incorporated. These were: May 24, 1890 with 37 for and 18 against; May 4, 1891 with an unsuccessful vote; and August 29, 1891 with 55 for and 20 against. The success of this August 1891 vote seems to strengthen the old adage of "If at first you don't succeed, try, try again," and Pasco officially became an incorporated town.

Demography

Pasco has experienced rapid growth in the last few decades, growing from 32,066 residents in 2000 to 73,590 residents in 2018 (OFM 2018[1]), and 75,290 residents in the year of 2019 (OFM 2019[2]). The growth can be attributed to many factors including increasing job opportunities, housing affordability, and the overall growth of the Tri-Cities region.

About 34% of the total population in Pasco is under 18 years old, as shown in Table Int-1. This leads to the City's increasing demand for school and related facilities.

Table Int-1: Population by Sex and Age Groups

Sex and Age	Population	% of Total
Female	34,296	48.60
Male	36,311	51.40
Under 18 years	23,891	33.80
18 years and over	46,716	66.20
20 to 64 years	39,059	55.40
65 years and over	5,566	7.88

Notes:
American Community Survey 2017 data; total population in this 2017 estimate is 70,607

Pasco has the highest concentration of Hispanic population (55%) among all other cities in the Tri-Cities region (Table Int-2). Whites alone make up the second predominant ethnicity in the City. This population diversity has greatly influenced the City's culture - it celebrates several ethnic festivals throughout the year and attracts ethnically diverse businesses. The City created an Inclusivity Commission in 2018 - later named the Inclusion, Diversity, and Equity Commission - with a mission focused

[1] OFM (State Office of Financial Management), 2018; April 1, 2018 population of cities, towns, and counties
[2] OFM 2019; April 1, 2019 population of cities, towns, and counties

on embracing "diversity and promoting equality among our workforce, residents, businesses and visitors…" (Pasco 2018)[3]

Table Int-2: Race and Ethnicity

Race	Population	% of Total
Hispanic or Latino	38,893	55.1
Non-Hispanic or Latino	31,714	44.9
White alone	27,274	
Black or African American alone	1,285	
American Indian and Alaska Native alone	212	
Asian alone	1,666	

Notes:
American Community Survey 2017 data; total population in this 2017 estimate is 70,607

Economy

Much of Pasco's (and Franklin County's) economic future will continue to be tied to transportation and agriculture. As the agricultural industry in and around Franklin County matures, additional support facilities, which process and handle plants, will continue to be needed.

Pasco's role as a regional service provider is also likely to expand in the future. Pasco is home to the Tri-Cities Regional Airport, Columbia Basin College, the grain terminal, the Burlington Northern classification yard, and the Port of Pasco (Port) shipping facilities. As the region grows, those employment facilities will grow to meet the demand. Correspondingly, the economic base of Pasco will expand.

The development of the Trade, Recreation, and Agricultural Center at the Road 68 Interchange continues to bring regional and statewide events to the City. Dust Devils Stadium is home to the Tri-Cities Dust Devils minor league baseball team. The soccer, softball and baseball fields complete this complex, which is used to attract regional and statewide sporting events.

While Pasco is less dependent on the programs of the Hanford Reservation than the other cities in the area, these programs nevertheless have a significant impact on Pasco's economy. Historically, employment in the Hanford area peaked in 1994 with approximately 19,000 employees. The Hanford related workforce today is approximately 9,000 (Wojtanik 2019[4]). An additional 4,600 are employed at the Battelle Pacific Northwest National Laboratory.

[3] City of Pasco, 2018. Resolution # 3820
[4] Wojtanik, Robin. "DOE looks to way to replace outgoing workers". Tri-Cities Area Journal of Business; May 2019.

Land Use Element

RCW 36.70A.070 (1)

Introduction

The Land Use Element is one of the key components of the Comprehensive Plan. This Element identifies the general distribution of land use designations in the City of Pasco. The land use map shown in Appendix A identifies the general distribution of the various land uses including residential, commercial, industrial, public, open space, and reserve areas. The land use map is implemented through the application of Pasco's Zoning Code. The description and allocation of uses in Table LU-1 identifies the zoning districts that correspond to the land uses designation.

The Land Use Element also establishes goals and policies that guide local decision-making related to urban development within the City's Urban Growth Area (UGA). The UGA is a designated boundary for cities and counties where growth is intended to be concentrated as a means of controlling sprawl. Goals and policies are available in Volume 1 of the Plan. Land use policies are intended to protect critical areas, provide efficient and safe transportation networks, maintain and improve the quality of air, water, and land resources, and preserve existing urban neighborhood character.

New development is encouraged to locate in UGAs where adequate public facilities and services can be provided in an efficient and economical manner. An adequate supply of land will ensure that immediate and future urban needs are met, as well as provide for an orderly and efficient transition from low intensity land use to urban land use over time.

Land use management is the major implementation tool for community development, achieved primarily through the use of zoning and subdivision regulations. The Growth Management Act (GMA) requires each jurisdiction to ensure that adequate land and

facilities are available to accommodate the projected population and anticipated employment growth. For cities, this responsibility includes land capable of being developed at urban densities and intensities. Further, the City and County must cooperate in designating adequate unincorporated lands as the UGA available for future expansion of the incorporated area through annexation. The Franklin County Countywide Planning Policies are the framework for interlocal coordination of urban growth and development.

There are three significant types of processes used by local governments to enact or carry out regulations that implement the comprehensive plan goals and policies: legislative, quasi-judicial, and ministerial actions. It is Pasco's intent to provide procedural stability and consistency for processing development applications by having appropriate land use actions approved administratively, rather than by the legislative or quasi-judicial processes.

The Pasco Zoning Code and development standards need to be as clear and as objective in content as possible. The regulations for land development should be framed with appropriate policy direction to support ministerial decisions for permit approval with minimal delay.

Land Use Designations

Land use designations specify various uses within the City. The UGA (Appendix A) within and adjacent to the City provide for future land needs that can support growth with adequate urban-level public facilities concurrent with development.

The future land use map illustrates the generalized Comprehensive Plan land use designations for the City and the UGA. The land use designations represent the adopted policies that support land demand through 2038. The following land use designations are used to allow for the necessary flexibility and specificity in applying land use regulations and development standards:

- Open Space / Parks
- Low Density Residential
- Medium Density Residential
- Medium-High Density Residential
- High Density Residential
- Mixed Residential/Commercial
- Mixed Use Interchange
- Mixed Use Neighborhood
- Mixed Use Regional

- Office
- Commercial
- Industrial
- Public and Quasi Public
- Department of Natural Resources Reserve
- Airport Reserve

Table LU-1: Land Use Designations and Criteria

Classification	Purpose and Description	Zoning *
Open Space/ Parks	Land where development will be severely restricted: park lands, trails and critical areas	All Zoning Districts. (Development of parks and recreation facilities requires special permit review)
Low Density Residential	Residential development at a density of 2 to 5 dwelling units per acre	R-S-20; R-S-12; R-S-1; R-1; R-1-A; R-1-A2
Medium Density Residential	Single-family dwellings, patio homes, townhouses, apartments, and condominiums at a density of 6 to 20 dwelling units per acre.	R-2 through R-4; RP
High Density Residential	Multiple unit apartments or condominiums at a density 21 units per acre or more	R-4
Mixed Residential/ Commercial	Allow a combination of mixed-use residential and commercial in the same development. Single-family dwellings, patio homes, townhouses, apartments and condominiums at a density of 5 to 29 dwelling units per acre. Neighborhood shopping and specialty centers, business parks, service and office uses	R-1 through R-4; C-1 and O; Waterfront
Commercial	Neighborhood, community and regional shopping and specialty centers, business parks, service and office uses	O; BP; C-1; C-2; C-3; CR
Industrial	Manufacturing, food processing, storage and wholesale distribution of equipment and products, hazardous material storage, and transportation related facilities	I-1; I-2; I-3

Classification	Purpose and Description	Zoning *
Public and Quasi-Public	Schools, civic centers, fire stations and other public uses	By Special Permit in all districts (except I-3 which has various restrictions)
Airport Reserve	Land occupied by the Tri-Cities Airport	I-1
DNR Reserve	Land owned by the Department of Natural Resources	I-1
Medium-High Density Residential	Broadmoor Only; single-family dwelling units, townhouses, condominiums and multi-family; 8-15 dwelling units per acre	MHDR
Mixed Use Interchange	Broadmoor Only; along I-182 corridor; commuter services, technology and resource business parks, office and retail uses	MU-I
Mixed Use Neighborhood	Broadmoor only; townhouses, multi-family developments, neighborhood grocers/markets and drug stores, vertically integrated buildings, live-work spaces and other neighborhood scale offices and uses	MU-N
Mixed Use Regional	Broadmoor only; general retail operations and shops, grocery stores, residential above commercial/office, high-density residential, dining, entertainment uses	MU-R
Office	Broadmoor only; professional office and personal services, resource centers	O-1

Table LU-1 indicates the land areas for each of the land use designations. Table LU-2 indicates the land use distribution within the City and existing UGA. More detailed information about specific zoning designations and the development standards used to implement land use applications can be found in Title 25 (Zoning) of the Pasco Municipal Code (PMC).

Table LU-2: Existing Land Use Designations and Acreage

Land Use Designations	City Limits (Acres)	UGA(Acres)	Total (Acres)
Residential Lands			
Low Density	7,625	1676	9,301
Medium Density	1,253	425	1,678
High Density	189	--	189
Subtotal	9,066	2,101	11,167
Commercial Lands			
Mixed Residential / Commercial	564	17	582
Commercial	2,050	34	2,085

Subtotal	2,615	52	2,666
Industrial Lands			
Industrial	5,118	849	5,968
Subtotal	5,118	849	5,968
Public / Quasi-Public Lands			
Gov't Public / Quasi-Public	838	88	925
Subtotal	838	88	925
Open Space / Park Lands			
Open Space / Park	950	61	1,012
Subtotal	950	61	1,012
Airport Reserve Lands			
Airport Reserve	1,885	351	2,236
Subtotal	1,885	351	2,236
DNR Reserve Lands			
DNR Reserve	765	469	1,234
Subtotal	765	469	1,234
Area Total	21,237	3,971	25,208

Notes:
1. The total contains 4,292 acres of Street Rights of Way.
2. Source: City of Pasco GIS
3. Does not include water area

Land Use Challenges and Opportunities

The City of Pasco and the UGA will continue to be faced with demands for change. Between 2000 and 2016, 38,494 new residents made Pasco their home. This population growth, which represented a 120% increase since 2000, has brought with it challenges and opportunities. The challenges have been the greatest along the I-182 Corridor, particularly as it relates to transportation needs. The following is a brief discussion on some of the land use issues.

Central Business District

The Central Business District was established to promote a centralized location of businesses and services in and around Pasco's downtown core. As with many other downtowns across the country, the neighborhood experienced a decline in business growth and an increase in vacancy from mid-1970 to mid-1990. The rapid growth of Pasco towards the west, along with regional growth of the Tri-Cities, decentralized many core downtown businesses districts.

The City of Pasco has emphasized business growth and retention in its downtown with the creation of the Downtown Pasco Development Authority (DPDA). The DPDA (a certified Washington Main Street Program) is able to leverage several resources including the Main Street Tax Credit Program that provides an incentive for contributions to the downtown.

Photo source: Tri-City Herald

The Pasco City Council has identified downtown revitalization as one of the primary Council Goals, and recent infrastructure improvements and planned projects have attracted new business and excitement. The Pasco Specialty Kitchen, a partnership between the City of Pasco and the DPDA, is a thriving incubator for entrepreneurs in the food industry.

In 2015, the Washington Legislature passed the Connecting Washington funding package, which provided a $16 billion transportation investment across the State. Pasco received $15 million to assist with the construction of the Lewis Street Overpass. Lewis Street is a major access way for Pasco's residents, as it connects communities from the east to Downtown and City Hall, and to services to the west. In coordination with this effort, City staff has been working with the community to develop a revitalization program centered on the Pasco Farmers Market and Peanuts Park. This four-block area will undergo a transformation that includes improvements to the market area, an emphasis on pedestrian-oriented streetscape, and enhancements to nearby infrastructure. This project is expected to break ground in late 2020.

Residential Neighborhoods in the Central Core

Many of the City of Pasco's neighborhoods were established well before the rapid growth of the 2000s. These neighborhoods, primarily located south of HWY 12 and east of US 395, are near schools, various retail businesses, and parks. The homes in these neighborhoods also provide additional options for renters and homeowners because of the availability of frequent public transportation services and proximity to downtown.

A few neighborhoods, dating prior to the 1940s, are showing signs of aging, and in some cases, substandard repair and maintenance. Pasco's code enforcement program has seen noteworthy success in reversing continued physical decline. In 2004, the City prepared a neighborhood redevelopment strategies program to address the concerns of growing neighborhood decline. Similar programs for additional neighborhoods surrounding the downtown and in East Pasco began in 2007. The redevelopment strategies are implemented through the provision of Community Development Block Grant Programs (CDBG).

Non-Conforming Residential Neighborhoods

There are residential areas that border incompatible land uses or are intermixed with commercial or industrial uses. Typically, these neighborhoods are zoned for commercial or industrial uses but contain significant numbers of residential dwellings. The dwellings are considered non-conforming and the neighborhoods are slated to transition to their intended commercial and industrial uses.

Pasco includes areas where transitions from residential to commercial land use were anticipated but did not occur. Because transitions from the original residential use to the intended use takes many years, these areas are prone to code enforcement difficulties and homeowners have challenges in obtaining conventional home loans.

The primary non-conforming residential area is located south of A Street between the BNSF rail lines that serve the Port. Originally developed with single-family homes, the neighborhood has been transitioning to industrial use. Homes in the area have been replaced with trucking firms, construction yards, auto repair facilities, and an agricultural chemical production facility. It is anticipated this area will continue to transition to commercial and industrial use during the 20-year planning horizon.

Availability of Industrial Lands

Ensuring that the supply of industrial lands can meet the projected needs and demand for its use is a key factor for sustainable growth in Pasco. There are just under

6,000 acres of designated industrial lands within the current Pasco City Limits and the UGA. This total includes all right of ways, infrastructure and utilities, when removing those, a total of about 4,800 acres remains.

A Land Capacity Analysis was conducted that identified industrial land development by parcel types. Parcels were categorized based on existing ownership, improvement values and building footprints. The analysis concluded that there are 3,524 acres of industrial land that were available for private development. Over 1,200 acres of existing land are tax-exempt, meaning they are owned by state or local agencies including the Franklin County Irrigation District, BNSF, U.S. Army Corps of Engineers (USACE), and the Port of Pasco.

A challenge for the City is the availability of these lands for industrial development. The Port owns and operates over 660 acres of industrial parcels that can eventually develop for industrial users. However, various owners including the BNSF Railway Company (273 acres); Bonneville Power Administration (53 acres); Franklin County Irrigation District (46 acres); USACE (27 acres); and the Franklin County PUD (15 acres), which will likely not see industrial development, thus leaving over 400 acres of industrial land unavailable.

The industrial lands south of Highway 12 towards the eastern edge of the Pasco City Limits along the Columbia River include over 800 acres of mostly undeveloped large parcels. This site also includes the Heritage Industrial Park, which represents about 50% of that total areas industrial land. Currently, Highway 12 is accessible via the 'A' Street and Sacajawea Park Road intersection, both of which are at-grade intersections, and Heritage Boulevard, which directs truck traffic to the raised Highway 12 interchange. Limited vehicle capacity and safety challenges at these intersections have limited the prospects of this site.

As Pasco and the Tri-Cities region continues to grow, its economic base will need to as well. Future planning must address the availability of industrial land.

Unincorporated Urban Growth Area

The unincorporated UGA encompasses land outside of the City limits but within the UGA. This land is under the jurisdiction of Franklin County. In Pasco, the majority of this land is between the Franklin County Irrigation District (FCID) Canal and the Columbia River. Historically identified as the Riverview area, these neighborhoods have developed into rural and low-density subdivisions that lack adequate infrastructure, including an organized transportation network.

The Riverview area contains hobby farms and small pastures intermingled with pockets of residential development on large lots. Because this area was developed in the County at very low densities, the neighborhoods are often served with inadequate roads and utilities. In 2013, the City annexed 608 acres of Riverview and another 688 acres was annexed in 2015. This area is surrounded by the City lands and residents in the County benefit from municipal services (parks, traffic signal maintenance, emergency medical service on demand, etc.).

The existing development patterns in the Riverview and unincorporated UGA present a challenge for future planning efforts. The delineation of odd shaped lots - many without access to the public right-of-way, along with the construction of homes and structures in locations that block access for future roads and streets connections, result in the need for creative zoning codes and tools to further develop this area.

Annexation of Unincorporated Lands

Annexation of unincorporated properties can only occur if said properties are located within the Pasco UGA. Properties outside the UGA are not eligible for annexation. As Pasco is responsible for planning for all lands within the UGA, it is anticipated that most of these unincorporated lands will be annexed to the City during the planning period. Through annexation, the City can manage development more efficiently, locate utilities properly, ensure better alignment of streets, and provide higher levels of service to residents within the UGA.

Being able to manage the development of lands within the UGA is an important part of implementing the Comprehensive Plan, and part of that implementation is achieved through the annexation of unincorporated lands.

The Built Environment

The built environment is a term used to describe the human-made surroundings that provide a setting for activities. The visual appearance of our community plays an important role to the residents and businesses in Pasco. The built environment also assists with potential economic development opportunities, as businesses look to locate in the City. Results from past community surveys, and the recommendations of citizen advisory committees, attest to this fact. Routine code enforcement, development of tree lined arterials and collectors, gateway improvement projects, enhanced commercial landscaping standards, the I-182 Overlay District, and the Commercial Corridors Design Standards are all an outcome of community concern for a visually appealing urban environment. The implementing regulations for this Plan will continue to have specific design and performance standards to ensure development will make an aesthetically pleasing contribution to the community.

Land Use Areas and Compatibility

Pasco's land use distribution is intended to place compatible land uses next to each other. Due to the geographic pattern of the City along the Columbia River - running east and west - Pasco's land is also distributed east to west, with various land use designations. Much of the City's industrial land uses are located on the east side with the airport area abutting it. Residential neighborhoods are mostly located west of US 395. Commercial clusters are primarily located in the central core and along the I-182 corridor.

Compatibility of various land uses is based on the intensity of land uses. Generally speaking, industrial is the most intense land use due to the impacts of its operations (noise, light, dust, etc.), the need of supporting facilities, and the overall impact on the

land. Natural areas are considered the least intense as there are no developments or improvements on such areas. Therefore, a low density residential next to a heavy industrial land use would be considered incompatible because of the potential impacts industrial use may have on the residences. Appropriately designed buffers, landscaping, and transition areas should be considered between incompatible land uses.

Mixed uses are encouraged in certain areas in Pasco. Such uses are generally mutually supportive of each other. Locating residences, offices, neighborhood shops, cafes, etc. in the same building or same site promotes walkability and reduces the vehicle miles traveled.

Land Use and Transportation

The relationship between land use and transportation is a key to Pasco's future growth. Land use policies must be coordinated with transportation investments and programs. The balance of these two elements must be strategic to ensure that future residents and businesses benefit from well-connected neighborhoods that allow residents to travel via various modes - walking, bicycling, or public transit, rather than solely relying on private automobiles.

Planning Areas

Historically, Pasco has utilized four planning areas for development: Industrial Lands, Central Core, I-182 Corridor, and Riverview. The planning areas identified, while appropriate in the past, will need revisions to incorporate modern growth patterns to accommodate the City's forecasted growth. The following section includes a brief description of the planning areas, as they exist today and alternatives for the future.

Industrial Lands

Industrial lands make up over 23% (i.e., 5,128 acres) of all lands within City limits and are largely located in the northeastern and eastern portions of the UGA. These lands are home to thousands of jobs in agriculture, manufacturing, and food processing. The Port also operates its marine terminal on the Columbia River, along with the operations for the Tri-Cities Airport (PSC). The City coordinates potential development and industrial recruitment with the Port, TRIDEC (Tri-City Development Council) and other stakeholders.

Central Core

The Central Core planning area contains much of the City that was established prior to the growth rush in the 1990s. This area, south of I-182 and east of Highway 395, is home to many public services and amenities from the municipal pool and Pasco High

School, to Pasco City Hall and the Franklin County Courthouse. Downtown Pasco is also within the boundary of this planning area and recent activities have led to increased attention and investment (both public and private) to revitalize the downtown and surrounding neighborhoods.

I-182 Corridor

The I-182 Corridor has been home to some of the most rapid growth in the region. While there are some areas of high-density multi-family housing, the majority of the corridor is designated for single-family home construction with various retail and business. Because over 52,000 vehicles per day travel on Road 68, improvements have been identified to accommodate the projected needs of the local transportation system in the future.

Riverview

The Riverview planning area encompasses much of the land west of Highway 395 and south of Interstate I-182. When the original GMA plan was adopted in 1995, much of the Riverview area was an unincorporated urban area within Franklin County. Since that time, over 3,396 acres has been incorporated into the City. Planning in the Riverview area is complex because of its rural and low-density development patterns. The combination of hobby farms, poor subdivision practices with disconnected accesses, and the difficulty in providing sewer service to Riverview, creates practical difficulties for encouraging higher density developments in the Riverview area - especially in the County islands, although they are completely within the UGA.

Future Planning Areas

While the City will continue to reference the existing planning areas described, there is a need to update them as the City continues to grow. Pasco will be home to over 120,000 residents within the next 20 years. In order to accommodate the additional needs of the Pasco community, the City will need to implement creative growth strategies within its land use and zoning codes. The areas and strategies identified below provide a brief description of where the City is headed next.

Broadmoor

The Broadmoor area encompasses over 1,600 acres of land in northwest Pasco. Efforts have been underway to maximize the development potential for this land that benefits the community and the region. This will occur through specific design and development standards that will lead towards offering a mix of housing, retail, commercial, and open space uses that incorporate walkable and transit friendly design.

Shoreline and Waterfront

Pasco has over 15 miles of shoreline along the Columbia and Snake Rivers. In 2015, Pasco adopted its Shoreline Master Program (SMP) that provides specific regulations on what is permitted within these areas. The City will continue to enforce the required

development standards in the future, as it preserves and protects the natural environment, habitat, and public access to our shorelines.

The Port owns and operates land adjacent to the waterfront. The City and the Port will continue to coordinate potential opportunities that benefit the community, including the development of a mix of residential, commercial, and recreational uses.

Tri-Cities Airport (PSC)

The PSC is owned operated by the Port. It is the largest airport in southeastern Washington and served over 400,000 passengers in 2018. Recent efforts have been underway to develop the property surrounding the airport, with amenities and services to benefit users of the airport. The Tri-Cities Business Airport Center includes 86 acres available for commercial businesses. This Airport Center will be home to various new businesses and a regional hotel by the end of 2019.

Infill and Redevelopment

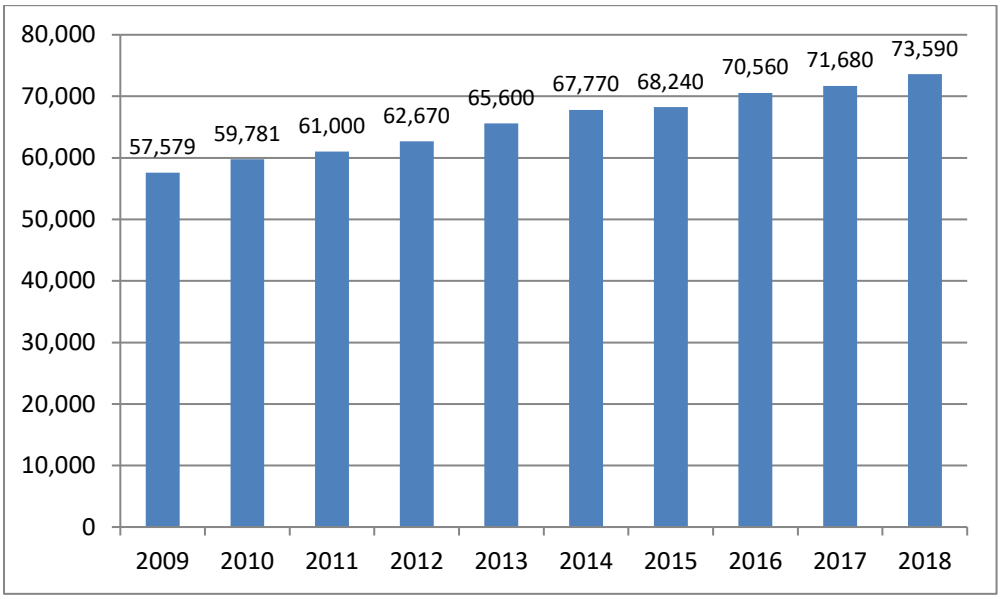
One of the biggest opportunities for Pasco is through the implementation of infill and redevelopment strategies. These strategies will allow either hard-to-develop parcels of land or existing structures to be updated or developed through changes in the zoning code. The areas most suited for this are along major travel corridors and in and around the downtown. The existing infrastructure and the availability of public transportation can enhance the surrounding neighborhoods adding to the vibrancy of the City. The economic benefits are plentiful and help to meet the needs of the City as many look to have a more walkable and urban environment in which to live and work.

Growth Trends and Population Projection

Historic Population Growth

The official U.S. 1990 Census population for the City of Pasco was just 20,337, a figure that escalated considerably during the following years. Growth between 1990 and 2000 was reported at 11,729 - a 58% increase, but the most significant transformation occurred after the turn of the century. From 2000 to 2010, 27,715 new residents flocked to Pasco - a marked increase of 86%. Overall, Pasco's population nearly tripled between 1990 and 2010 from 20,337 to 59,781, based on annual estimates produced by the State Office of Financial Management (OFM). An additional 10,779 residents were recorded thereafter from 2010 to 2016. It must be noted that a portion of the growth mentioned above can be contributed to annexations of unincorporated land. The average annual increase for the period of 2000 to 2016 was 4.7%. During the same period, Kennewick and Richland had average annual population increases of 1.5% and 2% respectively. The 2018 population estimate by OFM for Pasco is approximately 73,590 (see Figure LU-1). The 2019 OFM population estimate for Pasco is 75,290.

Figure LU-1: Population Growth in Pasco 2009 to 2018



Population Forecast

The Franklin County Comprehensive Plan projected high, medium, and low ranges of population targets for the City of Pasco based on OFM GMA projections provided in December 2017 and received by the City of Pasco on January 18, 2018. The City uses 2018 as the base year for 20-year population projection.

The 2018 OFM projections for Franklin County are contained in Table LU-3.

Table LU-3. OFM Population Projection for Franklin County

Year	2020	2025	2030	2035	2038
Low	70,114	76,486	82,466	89,970	94,306
Medium	79,770	91,025	101,954	114,470	121,828
High	93,109	112,931	132,493	153,705	166,052

Notes:
1. Franklin County Population Projections (OFM 2018)

Over the years, the population of Pasco has represented 80% or more of the County population, and as a result, the County has always assigned 80% of the OFM County population projections to Pasco for Comprehensive Planning purposes. Historically the 80% assignment has been based on the OFM mid-range projection. Within the planning horizon, the City of Pasco will need to anticipate a growth scenario where the County population reaches about 152,285. With 80% of that population assigned to Pasco, the City's population is expected to reach about 121,828 by 2038. This is an increase of 48,238 over the current City population (see Table LU-3 and Table LU-4).

Table LU-4. Population Projection for Franklin County and Pasco

Year	Franklin County Population	Pasco Population[1]
2018	93541	73,590
2028	121,792	97,434
2038	152,285	121,828
10-year increase	30,493	23,844
20-year increase	58,744	**48,238**
Residential units needed in Pasco in 10 years	--	7,522[2]
Residential units needed in Pasco in 20 years	--	15,217[2]

Notes:
1. OFM Medium Series. Historically, Pasco's share has been 80% of the County population.
2. Based on OFM - household size: 3.17

Employment Forecast

Similar to the population growth, Pasco's employment is also estimated to grow at a percentage of Franklin County's employment growth. Pasco has historically made up about 75.5% of total jobs in Franklin County (ESDWA, pers. commun. between the City and ESD 2019[5]). Based on this, Pasco will expect to increase 15,425 additional jobs in 2018 (Table LU-5).

Table LU-5. Employment Projection for Franklin County and Pasco

Year	Franklin County Employment	Pasco Employment
2018	34,927	26,370
2038	55,358	41,795
20-year increase	20,431	**15,425**

Notes:
Washington Employment and Security Department Future Land Capacity

In order to identify land necessary to meet the future demand, a land capacity analysis was performed. The analysis used the City's existing land use density and land inventory.

The first part of this analysis is based on the capacity of existing vacant and under-utilized residential land to add additional units. This doesn't reflect the property owners' intention of development; neither does it require the property owners to develop their properties.

In this methodology, all vacant and under-utilized residential lands were identified. In order to estimate the amount of buildable land, 20% of the land was excluded for market factor, 5% was excluded for environmentally sensitive lands, and 20% of the

[5] ESDWA Staff (Employment Security Department, Washington State), 2019. Personal communication between the City of Pasco and ESD staff in April 2019

buildable land area was allocated for infrastructure. The remaining acreage was identified to be buildable, and units were projected according to the City's existing land use densities (Table LU-6).

As shown in Table LU-4, 48,238 persons will be added to the City during the next 20-year planning period. This will require 15,217 residential units, considering Pasco's household size of 3.17 persons per unit based on OFM (48,238/3.17).

Table LU-6. Land's Capacity of Future Residential Development

Developable Land	Acres	Capacity for additional residential units	Population to be accommodated
Within City limits	416.26	1490	4,723
Within existing UGA	199.70	1091	3459
Within Broadmoor		7000[1]	22,190
Current capacity including Broadmoor.		**9,581**	**30,372**

Notes:
1. Broadmoor Master Plan

Based on the land capacity analysis (Appendix C) and Table LU-6, at full buildout, about 30,372 persons can be added in the existing City limits and the UGA. This leaves the City with a gap in its existing land inventory to accommodate an additional 17,866 (48,238 additional persons added, see Table LU-4 — 30,372 current population capacity, see Table LU-6 = 17,866) persons in a full buildout scenario.

Urban Growth Area Planning

The UGA will include the City and may include territory outside of the City if that territory is characterized by urban growth or is adjacent to territory already characterized by urban growth (Revised code of Washington [RCW] 36.70A.110). Based on the countywide policies and monitoring of growth trends, as well as the jurisdictions' capacities to provide urban-level services and facilities, changes to the UGA are ultimately adopted by the Board of County Commissioners. Pasco's UGA is illustrated in Figure LU-2 - Proposed UGA.

In order to meet the gap of future land deficit, as discussed in the previous section, the City proposes to expand its UGA to the north. The City proposes to add approximately 3,548 acres of Low, Medium and High Density Residential, Commercial, Airport, and Industrial land. Approximately 2,400 acres of this land is residential, a portion of which will be used for parks and public lands as development occurs. There are 685 acres of land north of the existing City Limits—between Railroad Avenue and Highway 395—that is zoned for industrial use by Franklin County and that has been included in the UGA expansion. The addition of this land into the UGA would allow the property to be served with adequate facilities and utilities that would enhance its industrial development potential. Another 40-acre parcel to the northeast is included in the

expansion as industrial land use. This expansion will benefit the area with existing City utilities and easy access to transportation.

Although the City currently has adequate land to meet the current commercial need, it is anticipated that additional commercial land will be needed in areas where the additional population will live in order to promote a planned walkable and sustainable community. Table LU-7 indicates the proposed and existing UGA expansion areas and land use categories.

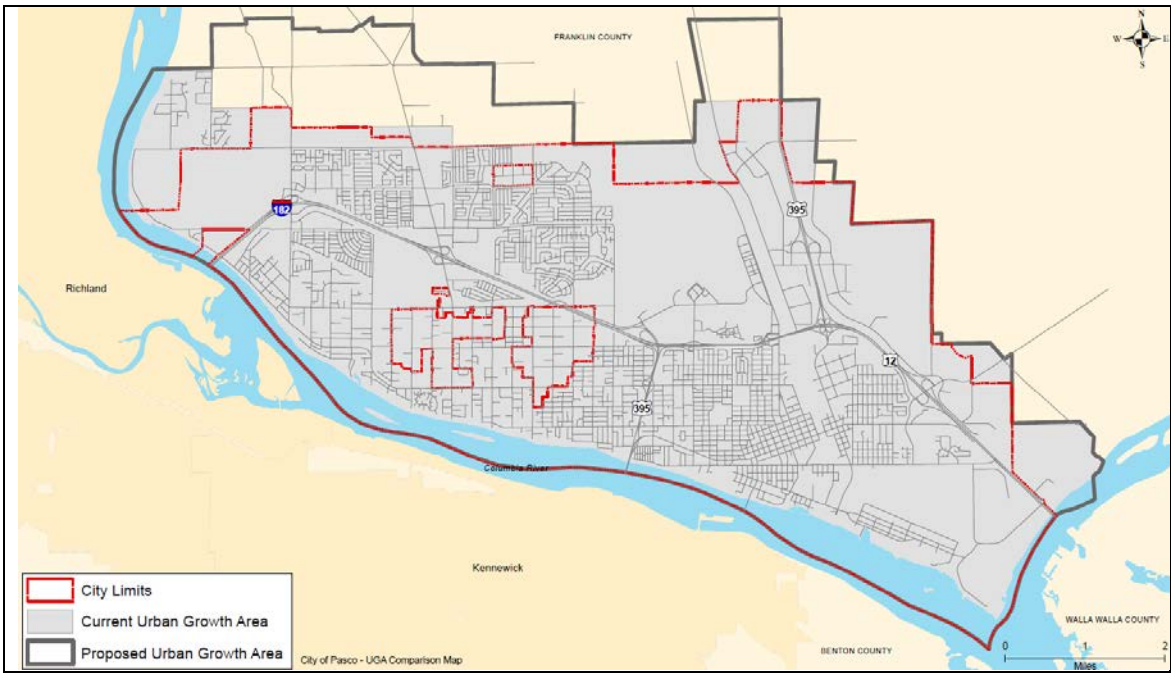
Table LU-7. Future Land Use Designations and Acreage

Land Use Designations	City Limits	UGA (Existing and Proposed)	Total
Residential Lands			
Low Density	7,137	3,582	10,718
Medium Density	1,649	690	2,339
Medium-High Density	61	163	224
High Density	171	122	294
Subtotal	**9,017**	**4,557**	**13,574**
Commercial Lands			
Mixed Residential / Commercial	345	12	358
Commercial	1872	428	2300
Mixed Use Interchange	26	--	26
Mixed Use Neighborhood	21	57	77
Mixed Use Regional	148	--	148
Office	104	--	104
Subtotal	**2517**	**497**	**3013**
Industrial Lands			
Industrial	5,128	1,565	6,693
Subtotal	**5,128**	**1,565**	**6,693**
Public / Quasi-Public Lands			
Gov't Public / Quasi-Public	851	--	851
Subtotal	**851**	**--**	**851**
Open Space / Park Lands			
Open Space / Park	1,040	70	1,111
Subtotal	**1,040**	**70**	**1,111**
Airport Reserve Lands			
Airport Reserve	1,920	382	2,302
Subtotal	**1,920**	**382**	**2,302**

DNR Reserve Lands			
DNR Reserve	764	469	1233
Subtotal	764	469	1233
Area Total	**21,237**	**7,540** [1]	**28,777** [2]

Notes:
1. Includes 3,548 acres of proposed UGA
2. Includes rights of way
3. Does not include water area

Figure LU-2. Proposed UGA



Appendix C (Land Capacity Analysis) for UGA expansion of this Comprehensive Plan provides a detailed analysis of the urban growth boundary (UGB) needs for Pasco over the next 20 years. The UGA expansion includes approximately 3,548 acres. This includes an area north of Pasco City limits to Clark Road and Dent Road between Broadmoor Boulevard (Rd 100), and (generally) the Clark addition to the east. West of Broadmoor Boulevard, the boundary will extend to the north, near Fanning Road. East of the BNSF main line, the UGA boundary will include part of an industrial LAMIRD (limited areas of more intense rural development) between highway 395 and the BNSF rail lines.

Future Land Use

The future land use map (Map LU-1) resulted from the public planning process and illustrates the community's vision for the planning period. An Environmental Impact Statement (EIS) was prepared concurrently with the Comprehensive Plan to identify impacts and mitigations (Appendix D).

Housing Element

RCW 36.70A.070 (2)

Introduction

This chapter focuses on the existing housing supply and needs along with projected housing demand for the future. Housing is a mandatory element of the GMA, and its purpose is to ensure the vitality and character of established neighborhoods per RCW 36.70A.070 (2). According to the GMA planning goals, the Comprehensive Plan should encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. This Element analyzes existing housing and projected housing demand in Pasco.

Although various market factors have an impact on the private industry to provide affordable housing, many local government actions, including land use policies, development standards, and infrastructure and finance, can influence the local housing market. The strategies identified here should be monitored and adjusted as needed. This will ensure that the goals and policies within this chapter are adapting to the needs of the community and thus maintaining the quality of life for residents of Pasco.

Existing Housing Units Inventory and Analysis

Inventory

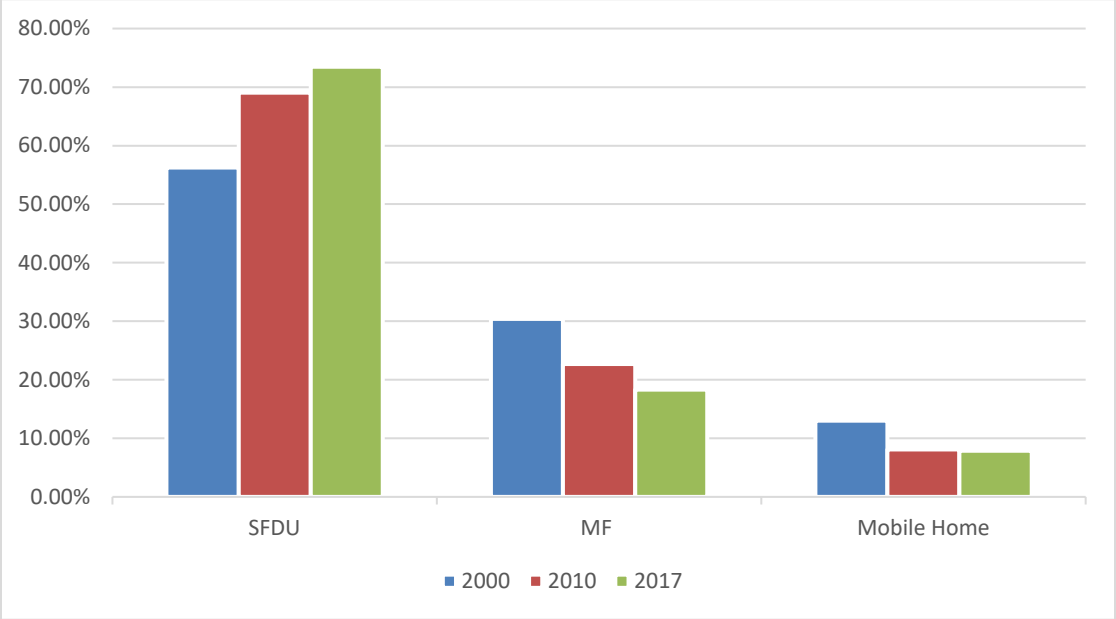
As of April 2017, there were 21,653 housing units in Pasco. That is an increase of 22% from 2010, and over 110% since 2000. Housing units by type are indicated in Table H-1 and Figure H-1. The data results are from the 2000 Decennial Census and the 2010 and 2017 American Community Survey (ACS) 5-Year Estimates.

Table H-1. Existing Housing Inventory

Building Type	2000*	2010**	2017***
1, detached	5,557	11,761	15,411
1, attached	258	442	501
2	488	308	406
3 or 4	850	839	1,157
5 to 9	495	750	801
10 to 19	356	936	717
20 or more	953	1,174	883
Mobile home	1,344	1,429	1,707
Boat, RV, van, etc.	33	38	70
TOTAL	10,334	17,677	21,653

Notes:
1. Data source: Census and ACS

Figure H-1. Housing Inventory Growth 2000 - 2017



Note: Building Types from Table H-1 aggregated to simplify growth trend

The data from the housing unit type inventory show the dramatic differences in existing supply and growth type. Table H-1 breaks down the type of each unit totals from 2000 through 2017 while Figure H-1 illustrates the percent of each unit type of the total growth amount.

According to Table H-1, the greatest total unit increase from 2010 through 2017 was that of single-family dwelling units (SFDUs), which increased by 3,709 (30%). SFDUs are followed by multifamily at 18%, and manufactured mobile homes at just under 8%. SFDUs have not only remained a dominant factor, but they have increased the percentage of their construction as a total. In 2000, SFDU represented 56% of dwelling

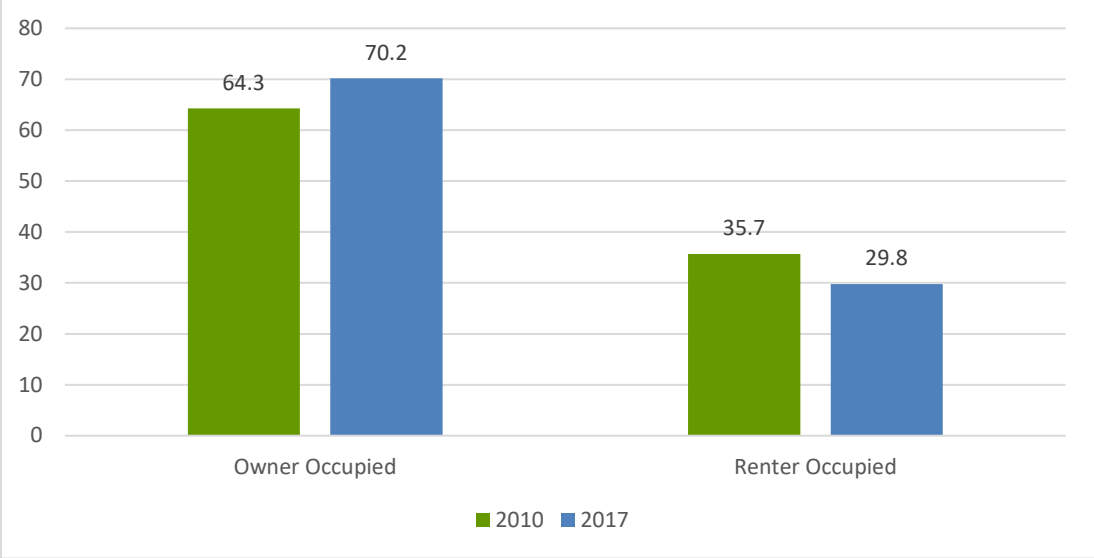
units, which increased to 69% in 2010. Of the 3,976 housing units constructed since 2010, more than 73% were single-family.

Manufactured housing has seen the smallest increase overall (32 units), most likely due to two factors limiting its growth. First, existing mobile home parks are at full capacity - any new units are typically replacements for aging ones - resulting in no net increase for park-based mobile homes. Second, contractors have found that stick-build homes pencil out at nearly the same cost as manufactured homes with more consumer appeal and without perceived concerns about construction quality.

Residential Ownership

Home ownership and rentals data helps to understand more about how the community members are living. It provides information that can determine if enough housing is available. When compared to household income, it can help the City understand whether housing is affordable for the residents. Figure H-2 shows the changes from 2010 through 2017 on home ownership and rentals for the City.

Figure H-2. Owner Occupied vs Renter Occupied



At the 2010 Census, 64.3% of the units (10,456) were owner-occupied and 35.7% renter-occupied (5,809). Total vacant housing units have decreased by almost 50% from 2010 to 2017. American Community Survey estimates in 2017 indicated that 3.6% of total housing units were vacant compared to 8% in 2010. This trend is reflected in both the State of Washington and the United States. However, the 2017 ACS data indicates a higher home ownership rate at 70.2% (29.8% renter-occupied).

The median home value of all owner-occupied units was $176,800 based on the 2017 ACS data. However, based on the City's permit data, the average construction value of newly permitted single-family homes was $246,000 in 2014, and $257,000 in 2015.

The median home price based on market listing in 2018 is even higher at $305,400 (Zillow 2018[6]).

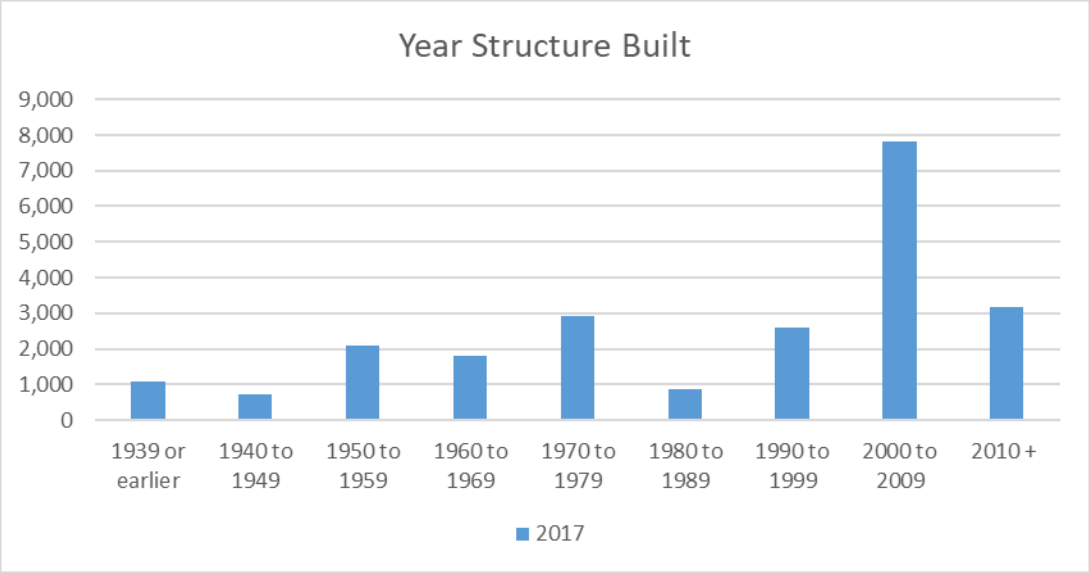
Age of Units

Understanding when housing units were constructed is helpful in determining the trends that have led up to our current inventory and helps with the identification of future needs. Figure H-3 displays (by decade) the number of housing units built in Pasco.

Since the year 2000, Pasco has grown exponentially. For example, leading up to the year 2000, there were estimated 12,100 housing units built. Using data from the 2017 ACS 5-Year Estimates Census, out of all the total housing units in Pasco, almost 45% have been built after 2000.

Almost 40% of all housing units in Pasco were built before 1980. For the area south of I-182 and west of the BNSF mainline, most housing is pre-1980 stock. The majority of housing north of I-182 was constructed after 1995, and the balance of the City is a mix.

Figure H-3. Housing Units – Year Built

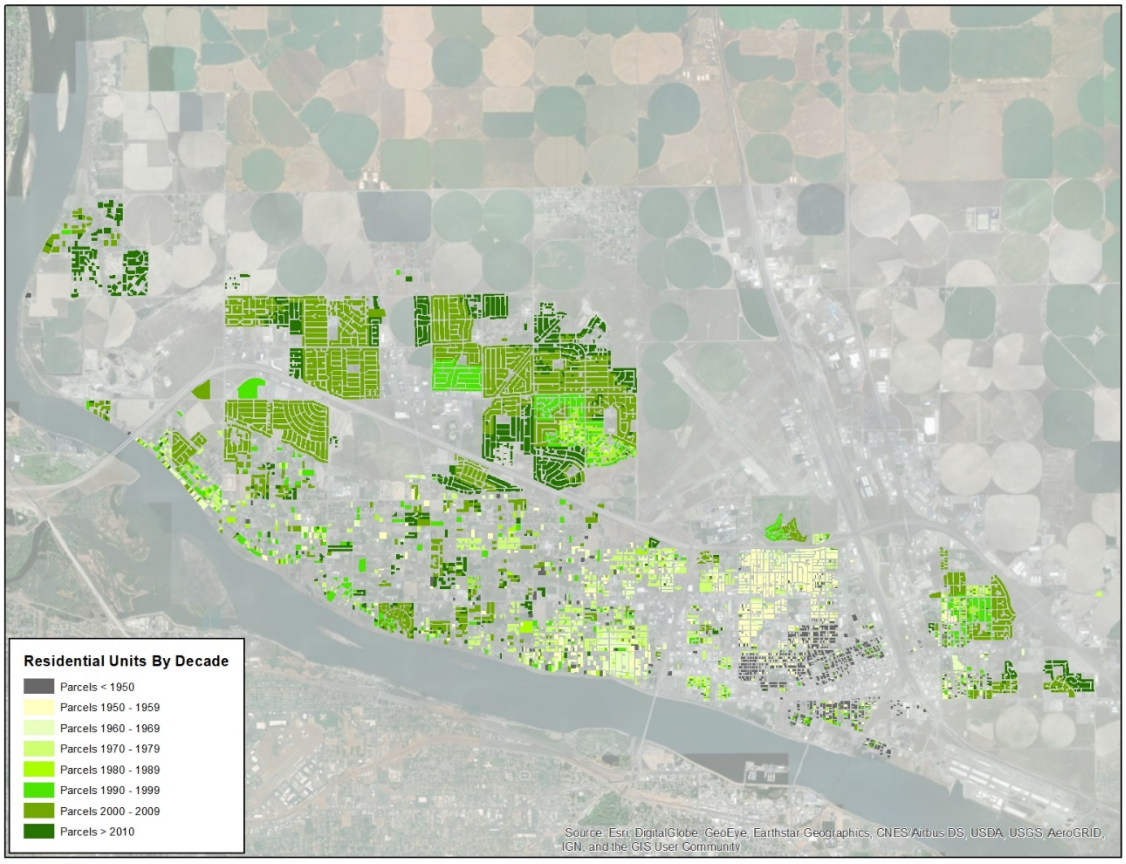


Note:
2017 ACS 5-Year Estimates Table DP04

Figure H-4 shows the locations of housing units built by decade.

[6] Zillow (Zillow Group, Inc.), 2018. Pasco Home Prices and Values. Data through January 31, 2020. Available at: https://www.zillow.com/pasco-wa/home-values/

Figure H-4. Locations of Housing Units Built – by Decade



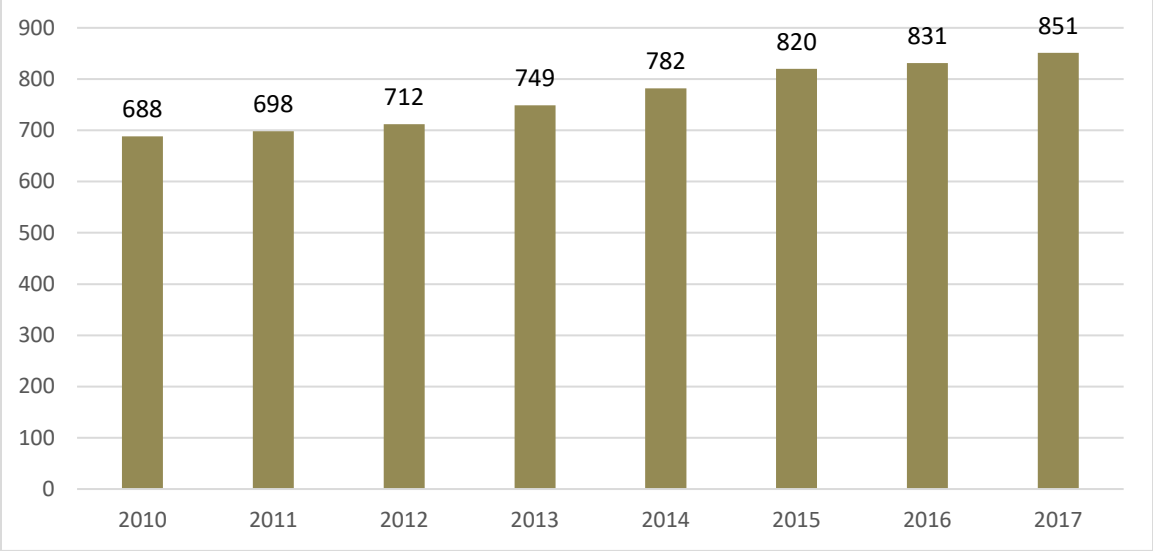
Affordability

The United States Department of Urban and Housing Development (HUD) defines housing affordability by measuring the allocation of household income on housing related expenses. This moving target is relative not only to income but also to geographic location. According to HUD, families who pay more than 30% of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation, and medical care.

Figure H-5 shows the change in gross median rent for Pasco from 2010 to 2017. The median rent jumped from $688 in 2010 to $851 in 2017— an increase of 23.6%.

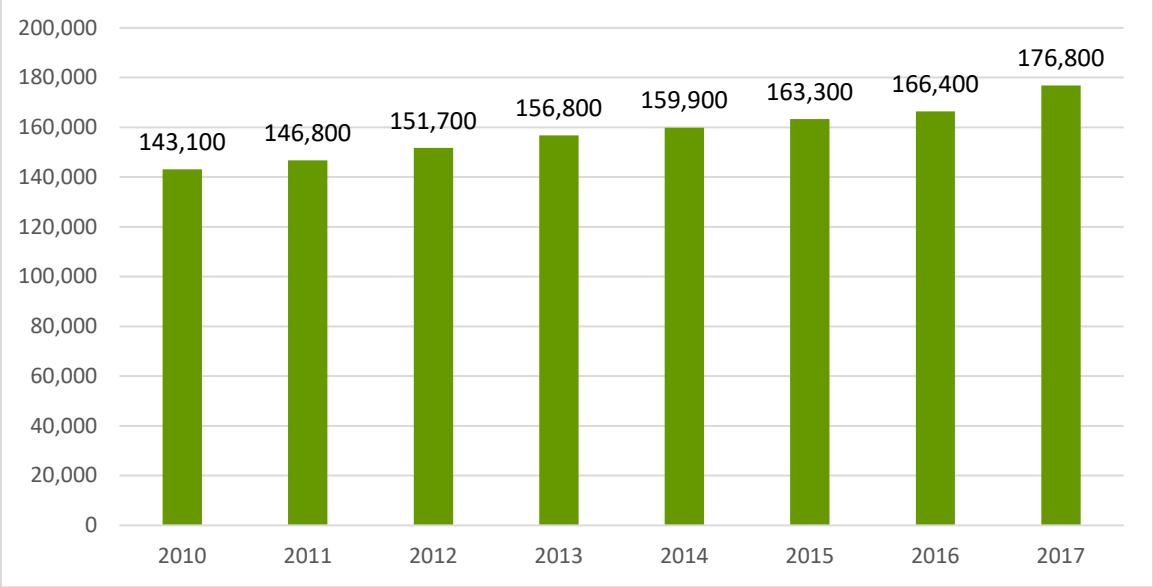
The median home value for occupied housing units in Pasco was $176,800 in 2017. That is a 23.5% increase, which is almost $34,000 more than the median value in 2010. Figure H-6 shows median home value of occupied units per year.

Figure H-5. Median Rent



Note:
American Community Survey 2010 – 2017

Figure H-6 – Median Home Value (Occupied Units)



Note:
American Community Survey 2010 – 2017

As mentioned, the affordability of housing is based on various moving factors including location, income, and the supply. Another measure to identify is households that are cost burdened. Cost-burdened households have historically been defined as households where families pay more than 30% of their income on housing. Severely

cost-burdened is defined as households paying more than 50% of one's income on housing.

Figures H-7 displays the percentage of households (renters) in Pasco compared with the state of Washington experiencing cost-burdened and severe cost-burdened scenarios. This data is from the ACS 5-year Estimates from 2010 to 2016. By identifying households experiencing some level of cost-burdens, the City can determine the possible constraints for affordable housing and select methods for increasing supply.

Figure H-7 – Cost-Burdened Households (Renters)

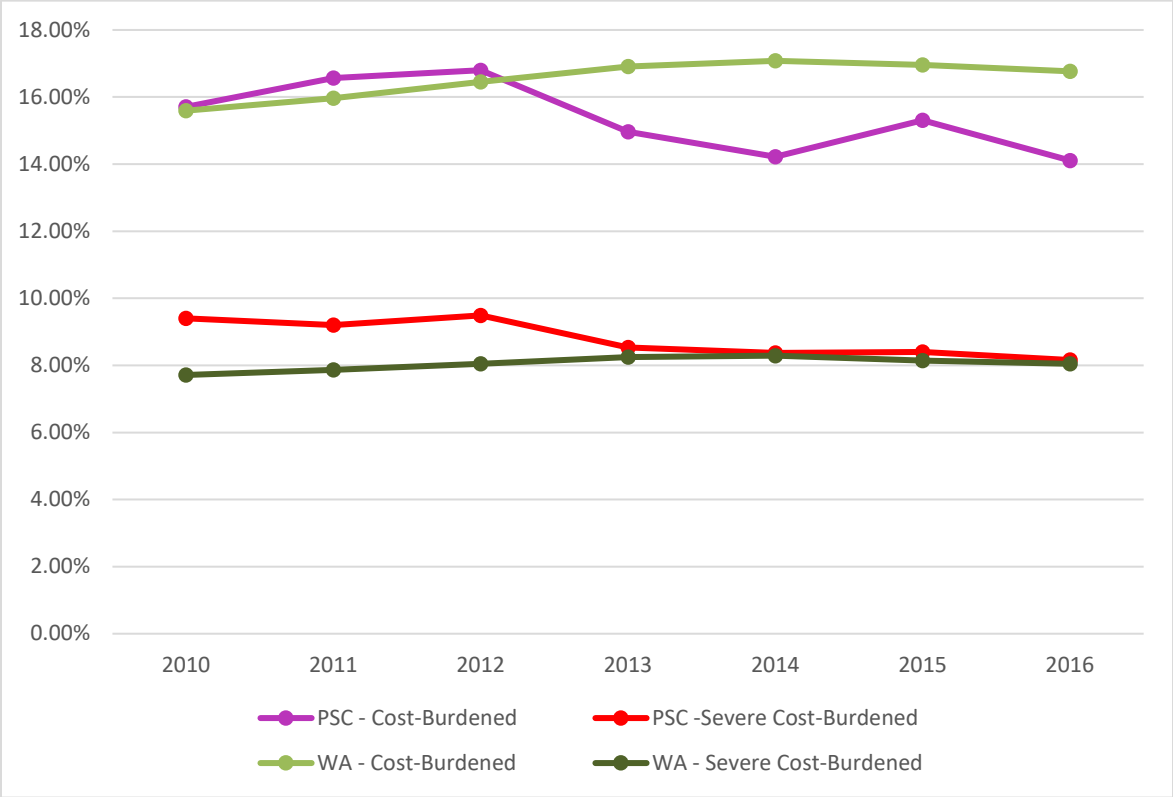
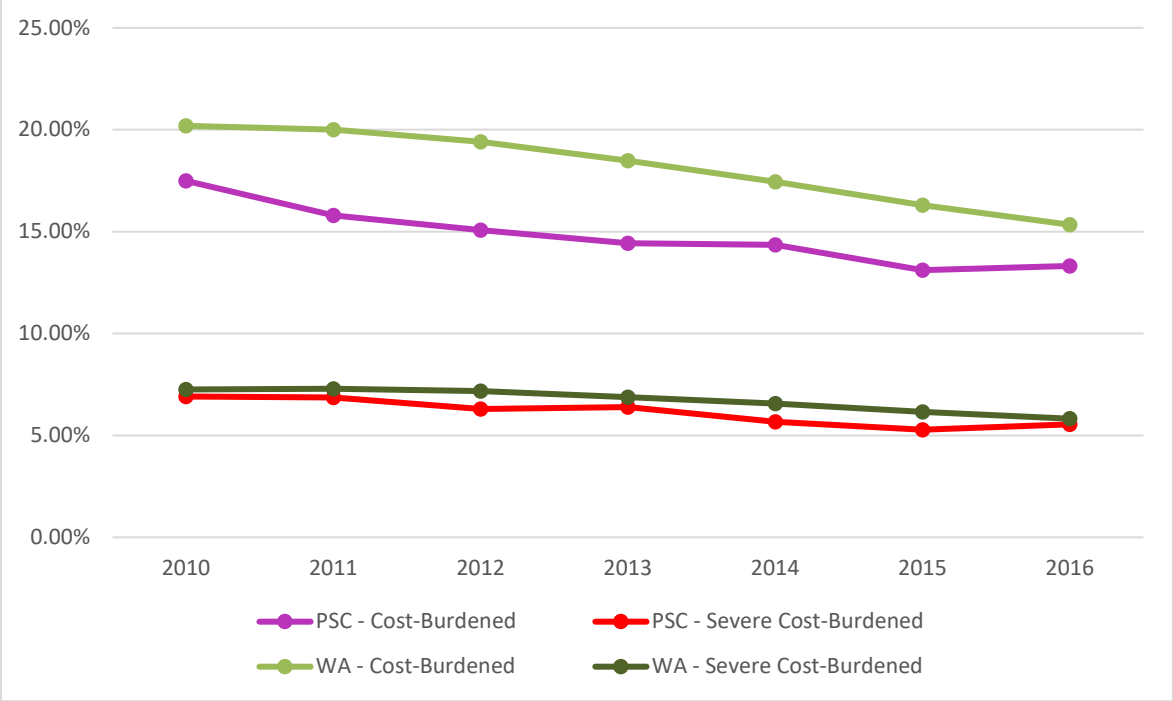


Figure H-7 identifies those paying 30% and 50% or more of their household income on housing for renters. In 2010, just under 16% of renters were cost-burdened, while almost 8% were severely cost-burdened. In 2012, Pasco had a higher percentage of cost-burdened (17.5%) and severely cost-burdened (9.4%) renter households. The latest estimates from 2016 show that Pasco has experienced a slight reduction in both levels of cost-burdened renter households with the statewide results showing a slight increase.

The same measures for owner-occupied households (Figure H-8), shows a decrease in owner households paying more than 30% of their income on housing, and a slightly smaller decrease for those paying more than 50%. In Pasco, there was a decrease of 4%, and statewide, a decrease of almost 5% for households paying more than 30%.

Figure H-8. Cost-Burdened Households (Owners)



Comparing the results of cost-burdened households, it can be identified that there has been more of a relief on owner-occupied households while renters are paying more of their income on housing. Overall, as shown in Figure H-9, there has been a decrease in Pasco and statewide on the total amount of households identified as cost-burdened.

Figure H-9. Cost-Burdened Households (All)

Projected Needs Analysis

As discussed in the Land Use Element, Pasco's population is expected to grow from 73,590 in 2018 to 121,828 by 2038, adding 48,238 persons in the City and UGA by 2038. Using the current OFM household size of 3.17, about 15,217 new housing units will be needed to accommodate the projected population growth. Assuming household sizes remain similar, that would mean over 760 housing units would need to be built each year for the next 20 years.

The City anticipates a 2028 population of around 97,434, or 23,844 new Pasco residents and 7,522 additional units over the next 10 years.

Based on past trends, the City expects to see 2,447 new multi-family units built by 2038. The single-family stock will need to increase by 12,776 units during the same period.

Housing units which may be rented or purchased by households earning at or below local median income will also be required. This will include a combination of SFDUs condominiums and townhomes in the lower price range, along with affordable rental units.

Of the three components of population change—birth, death, and migration—migration is the wildcard. The Hanford Nuclear Reservation is still a major employer in the region, although it has experienced slower growth. The plateauing job growth at Hanford has been offset by additional job creation in the sciences and health sectors that are recipients of federal spending. Changes in spending can shift the population by thousands in a year. As such, local residential contractors rarely build units on speculation, choosing instead to build a single model home and writing up a contract before construction begins. Pasco has also worked to establish a more stable agricultural economic base by attracting major food processors in the area, promoting value-added production in existing ones, and diversifying its recruitment efforts for new employers.

Tri-Cities Home Consortium

The Tri-Cities Home Consortium is a collaborative program developed with the cities of Kennewick and Richland. Each city receives an annual entitlement of CDBG funds for housing and community development activities within their jurisdiction. The program began in 1995 and its objectives include expanding economic activities, creating a sustainable living environment, and providing safe and affordable housing.

The U.S. Department of Housing and Urban Development (HUD) awards annual entitlement grants after the City has submitted an acceptable and HUD-approved Consolidated Plan. The 5-year Plan is supplemented each program year with an annual action plan to allocate funds. The City then submits a Consolidated Annual Plan Evaluation Report (CAPER) to detail its accomplishments. Pasco's CAPER was prepared in 2017 and updated in 2018.

In 2014, Pasco adopted the 2015 to 2019 Tri-Cities Consolidated Plan, developed in cooperation with the cities of Kennewick and Richland. This 5-year Plan is required by HUD in order for a jurisdiction to be eligible for Community Development Block Grants and HOME grants. The plan serves as a planning document for the City, is an application for funds from HUD, sets local priorities, and prescribes a strategy for meeting local needs with HUD programs. An updated Plan will be adopted in 2020.

The CDBG and HOME funds help provide decent, safe, sanitary, and affordable housing for moderate-, low-, and very low- income families. HOME focuses on increasing affordable housing opportunities for moderate-, low-, and very low- income families with eligible activities such as Down Payment Assistance, infill housing, and Community Housing Development Organization (CHDO) new construction.

Assisted Housing Inventory

The Housing Authority of Pasco and Franklin County owns and operates 280 rental units of various sizes, for qualified low-income families. In addition, they manage 8 complexes of public housing including 165 units designated for the elderly and disabled and 115 units of public multi-family housing. A listing of facilities operated by the Housing Authority can be found in the Tri-Cities Consolidated Plan.

The Housing Authority of Pasco and Franklin County uses only federal preference guidelines and has not established local preferences when determining occupant eligibility. The Housing Authority can assist approximately 320 families with HUD's Section 8 Rental Assistance program. Families qualify for this program if they are low-income earning less than 80% of the Area Median Income [AMI] for the area.

Generally, demand for assisted housing far exceeds availability. Waiting lists are opened annually and in many cases, wait times can extend to several years. Public housing stock is generally in good overall condition. Improvements are made regularly using Housing Authority funds and a variety of HUD Public Housing Grant Programs for modernization, safety and security measures, rehabilitation, and other operating issues. Units range from scattered site single-family homes to multi-family apartment complexes.

The Housing Authority of Pasco and Franklin County actively markets their assistance programs to private landlords and property management firms. The Housing Authority serves all of Franklin County in addition to the City of Pasco.

Inventory of Facilities and Services for the Homeless

The Benton Franklin Community Action Committee, Salvation Army, and Domestic Violence Services all provide hotel/motel vouchers to persons with short term or emergency needs. Also 231 year-round shelter beds, 301 transitional housing beds, and 45 supportive housing beds for disabled homeless are available through various providers in the Tri-Cities area.

Additionally, the Benton-Franklin Department of Human Services serves as the lead agency for the disbursement of homeless assistance funds collected by Benton-Franklin County through recording fees.

Homeless Families

Information on the needs of homeless families in Pasco (other than special needs population) comes mainly from the number of requests for assistance received by the Continuum of Care Housing Network. The Homeless Housing and Assistance Act of 2005 established a statewide framework to reduce homelessness in developing housing and assistance programs to meet community needs. The act also requires that each county in the state of Washington conducts an annual point-in-time (PIT) count of sheltered and unsheltered persons. The most recent results of the PIT count are presented in Table H-2.

Table H-2. County Point-in-Time Count

Year	2006	2010	2015	2018
Benton - Franklin County	751	433	272	163

Note:
2006, 2010, 2015, 2018 Point-in-Time Count (Washington State Department of Commerce)

The Pasco Housing Authority typically has approximately ten homeless families on the Section 8 waiting list.

In addition to the Pasco Housing Authority, temporary shelter is provided by the Salvation Army Shelter and Tri-Cities Union Gospel Mission, both located in Pasco. The vast majority of the homeless served are transitional. These people are passing through the area or waiting for permanent housing through other programs. Although these shelters are constantly full, the program directors state that there is always room for those in need.

Needs Assessment

Homeless and at-risk populations in Pasco have access to a variety of agencies located throughout the bi-county area that provide specialized facilities and other services. While reliable statistical data is not available for the homeless and special needs populations, the 2015 to 2019 Tri-Cities Consolidated Plan reveals gaps in homeless facilities and services within the larger Tri-Cities community. The Consolidated Plan includes an expanded needs assessment for special needs populations and discusses available resources and strategies to address those needs.

Available Resources

The Benton-Franklin Department of Human Services publishes a Community Resource Guide that provides information on local resources, to assist in meeting housing needs. Although resources can fluctuate from year to year, the following is a list of programs and organizations available during preparation of this Plan.

Programs

Benton-Franklin Department of Human Services Housing Resource Center (HRC) – A first stop for those experiencing homelessness or are residing in emergency

shelters. Provides screenings to determine eligibility for various housing programs in the community.

Community Action Connections – Provides day shelter relief for families and many other services.

Elijah Family Homes – Provides transitional housing and support services programs for families in substance use recovery.

Habitat for Humanity – Housing organization that works in partnership with low-income residents to build and own decent affordable housing.

Housing Authority of the City of Pasco and Franklin County – Provides housing and housing assistance to more than 600 families, and housing subsidies for 280 units owned by the authority.

Sea Mar's La Posada – Affordable housing for migrant and seasonal farmworkers.

Community Development Block Grant (CDBG) Funds – May be used for a variety of community development needs which benefit persons at 80% or less of median income.

Washington State Housing Finance Commission – Provided to establish below-market, long-term fixed mortgage rates for first-time homebuyers.

Section 8 – Provides funds for rent subsidy for renter households who pay more than 30% of their income for housing and who earn less than 50% of median income.

Section 811 - Provides funds for construction of handicap accessible dwelling units.

Franklin County Public Utility District (PUD) – Operates an energy efficiency upgrade program including weatherization and various rebate programs. These programs can be used to assist the city's rehabilitation program project for those homes that are electrically heated.

Benton-Franklin Community Action Committee (CAC) – Funding varies from year to year. 95% of the funds will benefit owners and renters of single-family homes. Most of the funds will be used for air infiltration sealing and insulation. Most roof repair and electrical upgrading is available with limited migrant seasonal farm worker funds.

Organizations

Franklin County Senior Information and Assistance – Provides information and referral on housing unit accessibility, health or personal care needs, and other housing factors for the elderly and persons with disabilities.

Benton-Franklin Housing Continuum of Care – Promotes affordable housing programs, identifies needs, conducts information and education campaigns, and develops community partnership.

Greater Columbia Accountable Community of Health – RoundTable composed of multiple health sectors around the state with a common interest in improving health and health equity.

Salvation Army – Transitional living facility, rent and eviction notice assistance, and short-term shelter.

Saint Vincent de Paul Society – Provides utility cut-off and eviction assistance.

Tri-Cities Union Gospel Mission – Shelter for homeless men, women, and families with children.

Benton-Franklin Community Action Committee Homeless Prevention

Program – Shelter for very low-income homeless families with special needs.

HOPE Home – Housing for homeless pregnant and parenting teens.

Housing Strategy

With escalating construction costs, the ability of the community to provide affordable, safe housing for future residents becomes a concern. To address the need for affordable housing, the City will continue to evaluate and take the following steps:

Management of Land Use

- Allow manufactured housing on platted lots
- Allow a variety of smaller lot sizes for detached housing in the City
- Increase the locations of multi-family housing development in the City, particularly near the centers of activity (commercial, retail, and employment center) accessible by transit
- Provide density bonuses/increases for specific added amenities
- Allow planned density/unit developments and subdivisions with varying lots sizes to provide additional flexibility for residential development
- Allow accessory dwelling units ("granny flats") in single family homes
- Allow residential units above the ground floor of commercial retail and office buildings outright, with certain conditions
- Increase height limits on higher density residential zoning districts
- Utilize innovative methods for infill (i.e., shared street frontages)
- Consider municipal code amendments (Subdivision Regulations, Zoning, and Streets) to allow for parcels of land to be developed more efficiently (i.e., parking requirements, street layout)

Property Maintenance

- Community Housing Improvement Program

- Rental Inspection Program

Leverage Plan

The City of Pasco coordinates and combines resources with the Franklin County PUD and Benton-Franklin CAC to leverage funds on a per job basis. This enables the City and cooperating agencies to rehabilitate more single-family residences than would be possible as individual agencies.

Homeless Priority

The Housing Authority of the City of Pasco and Franklin County has set aside 12 family units to serve "suddenly" homeless families. The Salvation Army acts as lead agency for need determination. Once an evaluation is done, these families are referred to the Pasco Housing Authority, which provides housing for a maximum of two weeks.

The Housing Authority estimates they serve between 40 to 50 families in this manner, on a yearly basis. Single homeless people are referred to the Union Gospel Mission or Salvation Army for temporary shelter.

Service Delivery and Management

The City of Pasco's Community Development Block Grant Program is administered by the Community Development Department. The weatherization programs of the Franklin County PUD and Benton Franklin CAC will continue to administer their respective weatherization and conservation programs. The Housing Authority of the City of Pasco and Franklin County administers the Section 8 and other rental assistance activities.

Summary of Strategy

The City of Pasco recognizes the need to maintain, and increase the supply of, affordable housing through the rehabilitation of existing housing units and the construction of new units. This includes promoting home ownership opportunities. Through partnerships with other agencies, the City supports the idea of providing rental assistance to alleviate the oftentimes severe rental cost burden, experienced by lower income families and individuals.

The Tri-Cities Home Consortium has identified three priorities: Affordable Housing Choice, Community and Economic Development, and Services and Homeless Intervention/Prevention.

Priority 1 – Affordable Housing Choice

Affordable housing is a priority need in the Tri-Cities, particularly for lower-income households who may be at-risk of homelessness, living in unsafe or overcrowded conditions, or struggling to make ends meet. The majority of renter and owner households with incomes at or below 30% AMI were burdened by housing costs—most frequently costs in excess of 50% of household income. There is a growing

population of seniors, in the cities, who will be looking for housing that can accommodate their changing needs (e.g., lower cost housing. Stakeholders, and others interviewed for this Consolidated Plan, identified lack of affordable housing as a significant barrier to self-sufficiency for several populations.

Priority 2 – Community and Economic Development

There is a substantial need for continued revitalization of older neighborhoods and downtown spaces in each of the cities, including the removal of architectural barriers. Public parks continue to see increased use and demand, and therefore require maintenance and upkeep support.

Priority 3 – Services and Homelessness Intervention/Prevention

There is a need to increase the supply of affordable housing units by developing owner and renter-occupied housing, including acquisition and rehabilitation. Financial assistance to local housing development organizations should be provided to increase the supply of affordable housing. Funds will sustain or improve the quality of existing affordable housing stock, such as rehabilitation of housing, eligible code enforcement tasks, energy efficiency/weatherization improvements, removal of spot blight conditions, and ADA improvements.

In addition to acknowledging priority needs, the Tri-Cities Home Consortium has also identified the following goals:

- Increase and preserve affordable housing choices
- Continued community, neighborhood, and economic development
- Homeless intervention and public services

Economic Development Element

RCW 36.70A.070

Introduction

The Economic Development Element of the Comprehensive Plan is intended to guide and promote economic opportunities for all citizens of the City. The nature of commerce and business stretches city limits and because of that, the City maintains relationships with many other local and regional agencies and organizations to ensure coordination leads to ample prospects. A strong economy can and should provide opportunities for all members of the community by offering access to jobs and business creation. This establishes a healthy base that can provide revenues for schools, police and fire protection, community facilities, and services.

Pasco's location along the Columbia and Snake Rivers has always allowed it to become an important factor for logistics and transportation. The arrival of the Northern Pacific Railroad in 1884 established Pasco as a major junction between rail lines serving Seattle, Tacoma, Spokane, and Portland. The Columbia Basin Project reached Pasco in 1948. This project, in turn, spurred agricultural growth for the entire region thanks to the irrigation of nearby rivers. World War II had a significant impact that is still felt in our region because of the development of the Naval Air Station Pasco flight training facility (later the Tri-Cities Airport), the Hanford Nuclear Reservation, and the Manhattan Project. While primary operations and research are conducted nearby in Benton County, Pasco's rail infrastructure provided much needed logistical help along with plentiful land to house some of Hanford's earliest workers.

These events (rail, irrigation, air, and nuclear energy) have created the economic environment that Pasco, and the region enjoys today. Pasco's economy still has roots in

transportation and agriculture, and the following sections describe how that plays a role in carrying the City of Pasco into the future.

Economic Profile

Pasco and the Tri-Cities region enjoy a stable and rapidly evolving economic environment. As the region has grown, its economy has diversified, and today, Pasco's economy includes various public and private sector employment opportunities. The region and its location—at the confluence of the Columbia, Snake and Yakima Rivers—has been a tremendous benefit historically, and its proximity to other major populations and economic centers of the Pacific Northwest has provided unique opportunities for future economic growth.

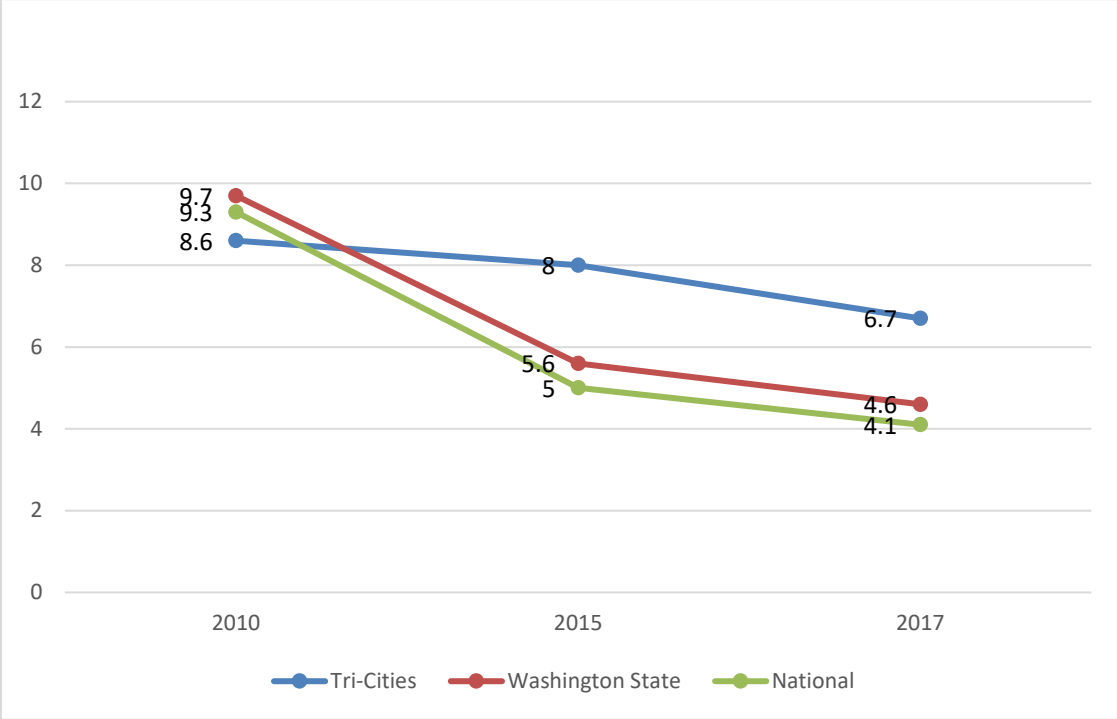
Much of Pasco's (and Franklin County's) economy is tied to transportation and agriculture. The agricultural economy of Pasco is mostly mass production—domestic and global trade—with connections to international conglomerates. As this industry in and around Franklin County matures, additional support facilities, which process and handle production plants, will continue to be needed. This has also led to more opportunities for year around employment, meaning that families are less likely to migrate during the winter months, and instead, settle in the area permanently.

Pasco's economy is also tied to the economy of the Tri-Cities metro area. Therefore, rising employment at the Department of Energy Hanford Nuclear Reservation, the Pacific Northwest National Laboratory, Energy Northwest, and the Office of River Protection, will enhance the growth of Pasco's population. This growth will not only attract new residents to Pasco, it will also provide opportunities for young population to remain in Pasco, rather than leave the area in search of technical and professional job opportunities.

The expansion of Pasco's economy led to increasing industrial diversity, and although the 2008 economic downturn had an impact, food manufacturing, agriculture, and private and public educational and healthcare services provided stability. In recent years, the greater Pasco area has emerged as a dynamic engine for economic vitality in the Tri-Cities metropolitan area. With strong job and population growth, Pasco is becoming an increasingly significant part of a regional economy that consistently ranks amongst the highest in the Northwest.

Unemployment rates have decreased significantly at the metropolitan, statewide and national levels (Figure ED-1). From a high of 8.6% in December of 2010 to 6.7% ending 2017. The Tri-Cities metropolitan area still has a higher unemployment rate than the state rate of 4.6%. Compared to other metropolitan areas in our region, Spokane (5.9%), Walla Walla (4.5%), Wenatchee (5.9%) and Yakima (8.2%) ending in year 2017.

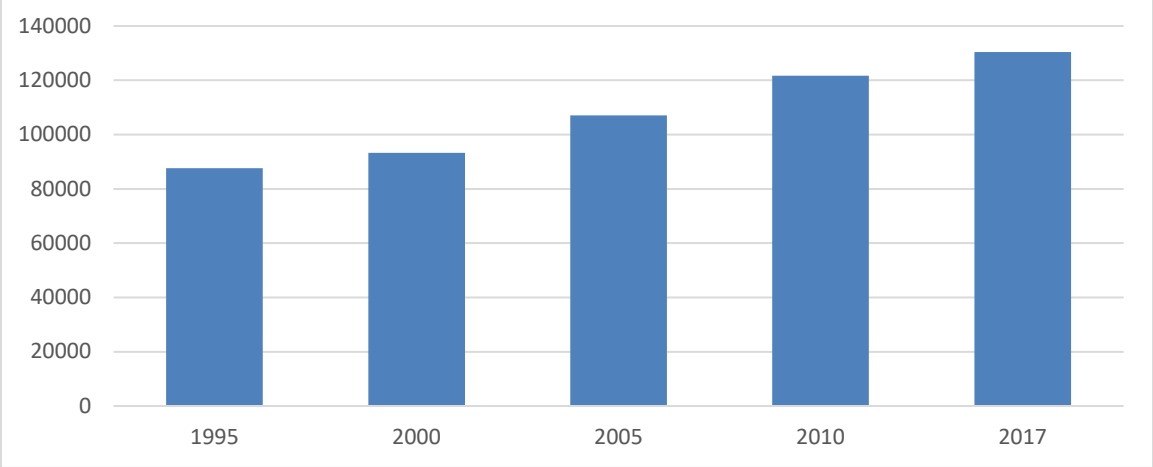
Figure ED-1. Historical Unemployment in the Tri-Cities



Note:
Bureau of Labor Statistics

Figure ED-2 indicates the historic employment in Benton and Franklin Counties.

Figure ED-2. Historical Two-County (Benton & Franklin) Employment



The Tri-Cities region has realized strong population growth over the last 20 years, averaging an annual growth rate of 2.4%. Since 2010, Pasco has added almost 14,000 new residents. With that came an increase in the percentage of the civilian labor force that is now higher than the regional percentage. As seen in in Table ED-1, about two-thirds (66%) of Pasco residents are in the labor force.

Table ED-1. Benton and Franklin County Population and Economic Indicators

County	Population[1]		Civilian Labor Force[2] (% of total population 16 years and over)	
	2010	2018	2010	2016
Benton	175,177	197,420	67.1	62.9
Franklin	75,500	92,540	63.8	65.6
Pasco	59,781	73,590	66.0	68.4

Notes:
1. Washington State Office of Financial Management
2. U.S. Census Bureau

A 2016 report from TRIDEC noted that out of the region's top 30 largest employers—a combined total of over 36,000 employees—Pasco accounted for ten (Table ED-2).

Table ED-2. Top Tri-Cities Area Major Employers

Company	Industry	Location*	Employees
Batelle/Pacific Northwest National Laboratory	Research and Development	Richland	4365
Kadlec Regional Medical Center	Health Services	Richland **	3304
Bechtel National	Engineering and Construction	Richland	2898
ConAgra Foods	Food Processing	Pasco**	2727
Kennewick School District	Education	Kennewick	2130
Washington River Protection Solutions	Environmental Remediation Services	Richland	2077
Pasco School District	Education	Pasco	2015
Mission Support Alliance, LLC	Support Services, Hanford/DOE Site	Richland	1928
Richland School District	Education	Richland	1500
CH2M Hill	Environmental Remediation Services	Richland	1400
Tyson Foods	Food Processing	Pasco	1300
Trios Health	Health Services	Kennewick	1261
Energy Northwest	Utilities	Richland	1089
Broetje Orchards	Food Processing	Prescott, Prosser	920
Lourdes Health Network	Health Services	Pasco	804
Coyote Ridge	Correctional Facility	Connell	800
Washington Closure Hanford	Environmental Remediation Services	Richland	724
AREVA	Manufacturing	Richland	632
Columbia Basin College	Education	Pasco	511
Columbia Crest Winery	Food Processing	Paterson	500
Department of Energy (DOE)	U.S. Government	Richland	440
Bybee Foods	Food Processing	Richland	400

Company	Industry	Location*	Employees
Pasco Processing	Food Processing	Pasco	400
Boise Cascade	Manufacturing	Wallula	380
Washington State University Tri-Cities	Education	Richland	375
Douglas Fruit	Food Processing	Pasco	300
Tri-Cities Airport	Transportation	Pasco	300
Reser's Fine Foods	Food Processing	Pasco	219
Lampson International	Manufacturing	Kennewick/Pasco	160
Lockheed Martin	IT/Research and Development Services	Richland	150

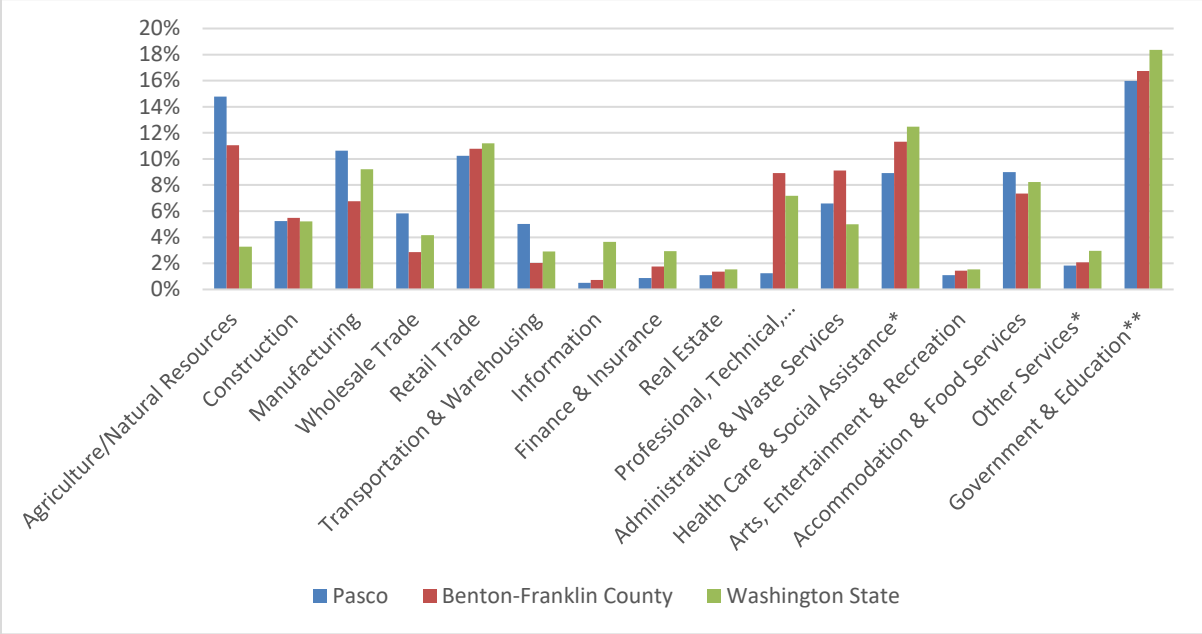
NOTES:
TRIDEC (December 2016) website
*Location is per employer's website
**Includes multiple Tri-City area locations, primary facility is noted

Total covered employment was 33,966 in 2017, an increase of 0.7% (249 jobs) since 2016. The five-year average growth rate in Franklin County for covered employment was 2.1%. A 2015 report from the Washington State Employment Securities Department noted that the greater Pasco area accounted for 94% of all covered jobs in Franklin County and 27% in the Benton-Franklin County region.

Figure ED-3 displays the distribution of employment by job sectors for Pasco, the Benton-Franklin County region, and the State of Washington. From the chart, the following employment characteristics can be identified:

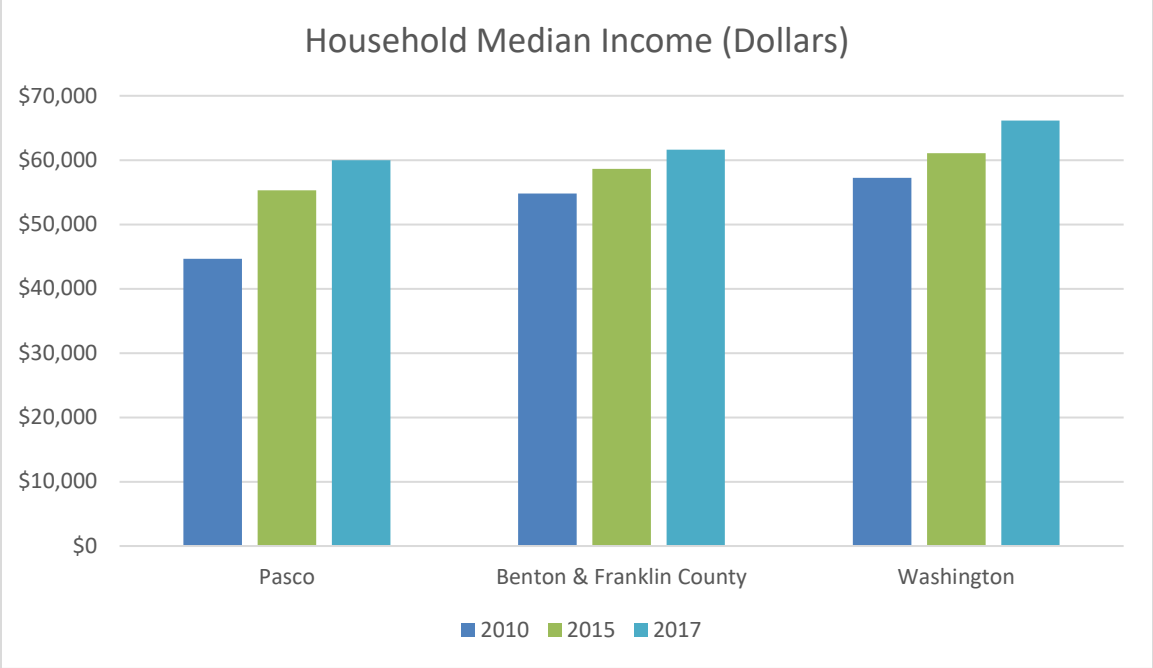
- The **largest employment sector** in the Greater Pasco area is government and education at nearly 5,000 jobs (16% of the total), followed by agriculture, manufacturing (including food processing), and retail.
- Compared with the state and the two-county (Benton-Franklin) region, Pasco's **relatively dominant** sectors are agriculture, manufacturing, wholesale trade, transportation, and warehousing. Taken together, these account for 36% of Greater Pasco employment, as compared with 23% of the two counties combined and 20% of all jobs statewide.
- In contrast, Pasco has only 12% of its employment in **underrepresented sectors** including information, finance/insurance, professional/technical, and health/social assistance, as compared with 23% of the two-county and 26% of the state's job base.
- The shares of jobs in all **other sectors** of the economy are at 52% to 55% of the job base across all three geographies.

Figure ED-3. Employment Distribution



Notes:
*Professional, Technical, Management

Figure ED-4. Median Household Income



Note:
Source: American Community Survey 5yr Estimates (2010, 2015, 2017)

Figure ED-4 median household income in Pasco, Benton and Franklin Counties and Washington State. The median household income in 2017 for Pasco was $59,969. This represents a 34% increase in median income per household from the year 2000. Due to a larger employer base, the median income at the bi-county (Benton-Franklin) rose to $61,638 in 2017. Statewide, the household median income is $66,174. While bi-county and statewide income levels are higher than Pasco, Pasco's median income has increased at a much faster rate (34%) versus 12.5% (Benton-Franklin) and 15.6% (statewide). Corresponding data in Figure ED-3 determines that the disparity may exist because of a high share of Pasco workers employed in the relatively low-wage agricultural sector.

Employment Forecast

By 2038, Pasco will be home to over 121,828 people, and if our labor force participation rate continues its upward trend, there will be a demand for employment (Table ED-3). Pasco is expected to represent a large share of jobs in Franklin County in the future, as it does today (approximately 76%). Pasco's expected employment forecast would increase by over 15,000 by 2038 for about 41,795 jobs. The expansion of the UGA Boundary to include additional land for industrial and commercial land uses will support the expected employment needs of our community.

Table ED-3. Employment Projections

Year	Franklin County Employment	Pasco Employment
2018	34,927	26,370
2038	55,358	41,795
20-year increase	20,431	**15,425**

Notes:
Washington Employment and Security Department

Challenges and Opportunities

A diverse community and rapid growth provide Pasco with many opportunities for economic expansion in the future. Notable strengths in Pasco's economy include a strong agriculture and food processing presence, a well-established transportation and logistics hub, a growing manufacturing sector, abundant water supply, and robust infrastructure to support economic growth. This portion of the Economic Development Element will focus on unique strengths, challenges, and opportunities for Pasco. Additionally, an emphasis will be placed on community participation, as will be described by the SOMOS PASCO effort.

SOMOS PASCO was a long-range visioning and action plan for Pasco's economy that aligned with economic opportunities and community-wide priorities. The SOMOS PASCO study is referenced because of its direct relationship to economic development locally and its public-facing and inclusive participation process. The action plan was a coordinated effort between The Port of Pasco, Franklin

County, and City of Pasco, with additional funding from the Benton-Franklin Council of Governments.

In this study, promising sectors for Pasco's future economy are discussed as follows:

Ag-Industrial

- Direct-to-table food manufacturing
- Advanced manufacturing (e.g., specialty metals)
- Multi-modal transportation/logistics and distribution services
- Construction and design

Consumer Services

- Planned retail centers and specialty districts
- Latino/Anglo culinary culture catering to locals and visitors

Business and Government Services

- Professional / technical services to ag-industrial
- Creative services from the arts to marketing
- Customized workforce training

Pasco has continued to attract a young, energetic and diverse workforce. The median age is just 29—a decade younger than the statewide average. Most of Pasco's labor force and household incomes are climbing closer to regional and statewide levels, making it an attractive place to relocate families and businesses.

A 2017 survey of Pasco area businesses and institutions (1,000 to 2,000) indicated that 60% have plans to expand locally in the future. There was a strong support for public amenities including public markets, cultural facilities, and an accessible network of paths for walking and biking.

The optimism shown by local businesses and employers adds to what Pasco is already home to. The Tri-Cities Regional Airport (PSC) is located adjacent to the growing campus at Columbia Basin College. The continued development of the Trade Recreational and Agriculture Center (The HAPO Center), the Tri-City Youth Soccer Complex, and the minor league baseball stadium (GESA Stadium) continue to provide year-round access for recreational activities that attract local, regional, and state visitors.

While less reliant on the programs of the Hanford Nuclear Reservation, the efforts taking place by the Department of Energy still have a significant impact on the local economy, specifically on housing construction. While regional growth has occurred at the perimeters of each city, a number of private and public interests have brought

attention to the reality that a region of our size (almost 300,000) can support multiple regional centers for commerce, retail, and businesses.

The above-mentioned factors have helped create an evolving environment that is adapting to the needs of the community. However, there are still some challenges—the greatest being education.

Table ED-4 provides a comparison of educational attainment between Pasco, our local neighbors, and statewide. Of those above the age of 25, almost 28% do not have a high school diploma and only 16% have received a bachelor's degree. There have been significant strides made in public education (K-12) via the Pasco School District, which has helped to increase educational achievement. However, with educational attainment so closely related to long-term employment prospects and income, this will need to be addressed before becoming a barrier for future economic vitality.

Table ED-4. Educational Attainment - 2011 to 2015

City/County/ State	Population 25 Years and Over	High School Diploma/GED	Associates Degree	Bachelors Degree	Graduate Degree
Richland	34,712	95%	56%	45%	19%
Kennewick	47,478	86%	33%	22%	7%
Pasco	37,479	72%	25%	16%	5%
Benton County	118,423	89%	40%	29%	11%
Franklin County	49,013	74%	25%	16%	5%
Statewide	4,721,438	90%	43%	33%	12%

Notes:
Source: US Census Bureau, American Community Survey, 2015 5-year, Table B15003.

Education was identified in the SOMOS PASCO effort, and strategic planning is now underway to encourage the community commitment to public education. This includes the Pasco School District's pivot towards STEM (Science, Technology, Engineering, and Math) related curriculum and partnerships with our local higher education providers at Columbia Basin College and Washington State University, Tri-Cities.

Beyond education, there was community-wide agreement on the following priorities:

- Building the future economy on a foundation of agriculture/food processing and current strengths
- Diversifying the economy into new sectors
- Community projects that support Pasco's quality of life
- Capitalizing on Pasco's unique multi-cultural population and heritage

Local and Regional Partnerships

Continued coordination and partnerships with local, regional, and statewide agencies and organizations will only increase economic opportunities for our residents.

The **Port of Pasco** plays a major role in the economic development of our city. The Port focuses on a mix of transportation—water, rail and air—and property/infrastructure to facilitate job creation. The City and the Port have spent many years developing utilities and streets to serve lands for industrial developments and employments. The Port owns and manages the PSC that serves the entire region. The Port owns the 86-acre PSC Business Center, near the airport, that accommodates commercial businesses. The Osprey Pointe area is a mixed-used development located on the Columbia River adjacent to the Port's Big Pasco Industrial Center. The 110-acre waterfront property offers views of the Columbia River, with easy access to the entire Mid-Columbia region. It encourages private sector investments in commercial, office, and residential buildings in East Pasco. The Port owns many other industrial and commercial areas that promote business and employment.

The **Benton-Franklin Council of Governments** (BFCOG) serves as our federally designated Metropolitan Planning Organization and Economic Development District for the Tri-Cities region. BFCOG prepares a Comprehensive Economic Development Strategy (CEDS) every five years. The Strategic Vision of the CEDS is provided below:

- Encourage healthy growth of a resilient and diverse economy by providing family wage jobs through new business attraction and retention and development of the infrastructure necessary to encourage and achieve this
- Nurture a thriving environment for entrepreneurial business creation through greater collaboration, innovation, and access to capital
- Support and protect the current industry clusters and their related natural and financial resources
- Expand educational and training opportunities and community amenities to attract, uplift, and retain families and youth

The **Tri-City Development Council (TRIDEC)** was established in 1963 and today is charged with promoting and advancing the economic strength and diversity in Benton and Franklin counties. TRIDEC is involved with many recruitment efforts that have helped develop Pasco's industrial base. Pasco also has established relationships with the **Tri-Cities Regional Chamber of Commerce** and the **Pasco Chamber of Commerce**. Both organizations promote business efforts for their respective service areas; however, Pasco fits firmly within their missions.

The Tri-Cities Hispanic Chamber of Commerce also plays an important role for the community. Their mission statement of "Connecting, empowering and celebrating the Latino community to the Tri-Cities and beyond" provides an inclusive environment for all residents of Pasco to be involved in. They host monthly networking events and annual events that bring diverse stakeholders and community members to the table to discuss ongoing efforts in the region.

The City of Pasco and the **Downtown Pasco Development Authority** are also partners in the promotion of our Central Business District and the revitalization efforts

of Downtown Pasco. Together, there is a focus on a four-block core area centered on 4th Avenue and Lewis Street, in the heart of our downtown, to kick-start the revitalization effort and set the standard for all future downtown improvements.

Improvements in the downtown area include the construction of a new Farmers Market Pavilion and redesign for the Peanuts Park Plaza. Both of these locations are home to numerous community-wide events each year. The weekly farmers market attracts hundreds to annual events that bring in thousands of visitors from across the region to Downtown Pasco.

Economic Development Priorities

Values and Economic Vision

Core values identified in the SOMOS PASCO study include:

- Livable
- Family Friendly
- Multi-Cultural
- Welcoming
- Affordable
- Safe
- Connected
- Attractive

The Economic Vision in the SOMOS PASCO study focuses on the following:

Envision

As one of the fastest growing communities, the possibilities are limitless. The community imagines a distinctive and highly- livable community, and we are creating that place.

Invest

Placing strategic, timely investments—in innovation, private enterprise, job creation, education, public infrastructure, and services—will ensure our continued economic vitality.

Achieve

The benchmark for Pasco's success will be economic and educational progress for every enterprise and every family in our multi-cultural community.

Strategies

Major economic strategies identified in the SOMOS PASCO study are as follows:

Investing in Education

Education, at all levels, is the foundation for our economic future—the key to building the future workforce to capitalize on new opportunities. Pasco is on the right track and is already showing signs of improved educational attainment. Ongoing reinvestment in educational programs and facilities (voter supported) will be essential. (In general, the public education system in Pasco consists of Pasco School District, Columbia Basin College, and WSU Tri-Cities.)

Educational programs include:

- The "K through Career" pipeline
- Career opportunity awareness
- On-the-job training
- Mentorships
- Scholarships

Building on Our Strengths

Pasco has a competitive advantage in several economic sectors and niches. These will continue to be supported as mainstays of the future economy:

- Food processing
- Transportation, warehousing, distribution, and logistics
- Advanced manufacturing
- Port of Pasco (Airport, Marine Terminal, and Industrial Development)
- Timeline investments in infrastructure expansion and upgrades
- Affordability
- Business development

Looking Ahead to the Next Chapter

Diversifying Pasco's economy beyond food and other leading employers is imperative. Several opportunities have been identified:

- Local professional, technical, and creative employment
- Homegrown local service, and retail businesses

- Business development training
- Tech industry

Priority Projects

There is broad-based support for undertaking a handful of worthy community priority projects:

- Riverfront development
- Year-round public market
- Walking and biking (multi-modal) trail system
- Aquatics center
- Downtown Pasco revitalization

Multi-Cultural Community

With a strong Hispanic cultural heritage and tradition and a majority population – Pasco plans to embrace and capitalize on this unique asset:

- Downtown character and signage
- Cultural Center and events
- Trade missions and sister city relationship with Mexico
- Conversational Spanish language classes for English speakers

How is Pasco Doing?

Pasco's and the region's progress will be monitored annually and measured against statewide benchmarks adopted for key strategy areas. This includes analyzing data on demographics and employment, income and education, housing, and event programming projects.

Economic Development Planning Considerations

Retaining existing business and attracting new and innovative businesses will diversify the local economy and create a solid and resilient base for the City. The growth of retail industries could be enhanced by opportunities for people to live and work close by. Pasco has a relatively young population with an entrepreneurial spirit. This can be seen in the number of small, family-owned businesses that have taken root in east and central Pasco over the past decade. Pasco's young population and ethnic diversity are attractive assets to new investors.

Development of Agricultural Industries

To ensure the stability of the economy, the City should leverage existing assets but adapt them to a changing economy. Mass production requires heavy infrastructure to maintain the agricultural industry, and to protect public health. For these reasons, the City will continue to invest and partner with this industry to improve our infrastructure, including the Process Water Reuse Facility (PWRF) and transportation infrastructure. The PWRF is a critical piece of infrastructure that allows the City to manage the capacity of its wastewater treatment plant for residential and commercial growth. Pasco's efforts will focus on increasing agricultural industries and infrastructure opportunities provided by various agencies, including the Port.

Infrastructure Development

Anticipating future growth, it is important for the City to plan ahead in terms of roads and infrastructure—to remove congestion from key intersections and promote easy transport of people and goods. The City has an ambitious Capital Improvement Plan that correlates to current and future needs related to growth and sustainability.

Trained Labor Force

Additional training and education opportunities are needed to capture future growth of trade and technology industries. The biggest challenge to this effort is not a lack of people, but rather the bandwidth of our trade and technology training programs. Continued investment in the community college and Washington State University Tri-Cities is needed for our community to be responsive to workforce needs.

Promote Tourism

Pasco provides several contributions to the regional tourism economy. Sports tourism is big business, and the number of tournaments held in Pasco has a direct correlation to the number of new hotels that have been built and are being planned. In order to capture more spending from this base, the City is embarking on a revitalization of Downtown Pasco— promoting our agricultural heritage at the Pasco Farmers Market, and the culinary and cultural flavor of the Mexican immigrant community, which is featured prominently in downtown through various restaurants and boutique retailers. The Pasco Specialty Kitchen, also located in downtown, has become a regional culinary incubator, spawning restaurants and food trucks throughout the Tri-Cities. The City and Port are also exploring the development of a Public Market to highlight the bounty, talent, and diversity of our community, much as Pike Place Market does for Seattle. There are also additional types of investments that can create a destination for tourist activities, such as wine tourism and outdoor and agritourism.

Capital Facilities Element

RCW 36.70A.070

Introduction

Land use decisions, such as annexation or commercial versus residential zoning, have direct impacts upon the City's financial capabilities and liabilities in the immediate and distant future. Because of this relationship, the Growth Management Act (RCW 36.70A.070[3]) requires that local governments include capital budgeting as an active planning function. The GMA requires that capital facilities planning support the land use decisions. If there is insufficient funding to meet the infrastructure demands of growth, then the land use element should be adjusted to protect the integrity of the financial capabilities of the respective local government.

Capital facilities planning is a tool that identifies the facilities planning, prioritization, and financial decisions necessary to maintain and improve the physical attributes of the City. Capital improvement projects are based upon the needs of the community and are consistent with and promote the City's Comprehensive Plan.

The Capital Facilities Element documents all capital projects needed to accommodate projected growth. It also identifies the financing of the City-provided facilities, and the sources and levels of financial commitment and revenues necessary to meet the concurrency requirements of the GMA. Concurrency means that needed capital facilities must be installed and available for use at the time of development, or within a reasonable time period following completion of the development.

Pasco uses many revenue sources to fund the capital improvement projects identified in the plan, including sales tax, business and occupation tax, utility rates, state revenues, bonds, and grants. The City also collects park and school impact fees to mitigate park and school impacts. Impact fees are collected according to the standards set in the PMC.

According to the GMA, the Capital Facilities Element should contain the following features:

- An inventory of existing capital facilities
- A forecast of the future needs for such capital facilities
- Proposed locations and sizes of expanded or new capital facilities
- A 6-year plan to finance such capital facilities
- A requirement to reassess the Land Use Element if funding falls short of meeting capital facilities' needs, and to ensure consistency between the Land Use Element and the Capital Facilities Element and associated Finance Plan

Capital Facilities Types

The City of Pasco has a wide range of facilities which operate, maintain, and plan for capital improvements. These include the following:

- Transportation system including pedestrian and bicycle facilities
- Potable water system (treatment, monitoring [testing], storage, and distribution)
- Sanitary sewer system (collection system, treatment system, monitoring, and testing)
- Storm drainage (collection and disposal) systems
- Parks and open space system
- Public Safety and Emergency response facilities (Fire, Paramedic, Police)
- Public building construction and remodeling (libraries, city offices, community centers, maintenance buildings, etc.)

Transportation, and parks and open space are discussed respectively under Transportation Element and Parks and Open Space Element in this Comprehensive Plan. Public safety and emergency response facilities are discussed under Public Services sub-element in this Comprehensive Plan.

The following special service districts and utility companies represent an additional range of capital facilities:

- Schools
- Public utility districts
- Irrigation districts

Capital Budgeting Project Consideration Factors

Many factors are considered in the planning process with the intent to implement the community's vision. As discussed in the Land Use Element, the City is expected to add an additional 48,000 new residents by the year 2038. Maintaining services for existing neighborhoods and planning for future growth are both crucial in the capital facilities planning. In the capital facilities planning, consideration is given to maintaining compliance with the GMA to provide adequate facilities for growth. This also considers upgrades and replacements of aging facilities. In addition, eligibility for grants was also considered in the planning process.

Why Plan For Capital Facilities

As discussed, a Capital Facilities Element is mandated by the GMA. It identifies the capital facilities' needs, locations, and financing mechanisms in order to address the City's current and future growth and meet concurrency requirements of the GMA.

The intent of the capital facilities planning is to plan ahead in order to effectively manage capital investments. It allows jurisdictions to use their limited funding wisely to maximize the outcome. The planning process helps jurisdictions prioritize projects, coordinate related projects, and apply for grant opportunities. Many grant and loan programs require local governments to have a Capital Facilities Plan, or Capital Improvement Plan (CIP) to be eligible for funding

This Capital Facilities Element is developed to be consistent with countywide planning policies and integrated with all other plan elements to ensure consistency throughout the Comprehensive Plan.

Capital Improvement Plan

Pasco's 6-year CIP supports the City of Pasco's Comprehensive Plan. The CIP and amendments thereto are made as part of this Comprehensive Plan by reference.

The referenced CIP is presented in three sections:

- Section I - Introduction: Purpose, benefits, and methodology of the CIP.
- Section II - Fiscal Policies: Statements of requirements and guidelines that are used to finance the CIP.
- Section III - Capital Improvements: List of proposed capital projects, including project costs, revenues, and timing, as well as future operating costs.

The accumulated total cost of capital improvements for 2020–2025 is mentioned in Table CF-1.

Table CF-1. Cost of Capital Improvements

Project Category	Cost
General	$11,695,000
Fire & Ambulance	$25,947,000
Parks & Recreation	$27,948,000
Process Water Resource Facility (PWRF)	$36,053,000
Sewer	$56,766,000
Transportation	$48,283,000
Water	$39,911,000
Irrigation	$1,980,000
Stormwater	$1,029,000
Total	**$249,612,000**

During the annual budgeting cycle, the budgeted amounts per type of facility are changed to reflect the completion of some projects and the addition of others.

Funding sources identified in the CIP are intended to assist in prioritizing projects for the next 6 years. A large amount of unsecured funding is expected and changes to cost estimates or revenue sources are normal. The amounts shown are planned funding sources, and costs generally precede detailed design work. The schedule of each project may also change as assumptions like scope, the local and national economy, or even the weather change.

The CIP utilizes the following four main categories of funding sources:

- Internal fund reserves: These funds are available via annual ongoing revenue received from anticipated sources. These include excise and property tax revenues, impact fees, utility rates, utility expansion fees charged to new customers and charges for existing and new customers. The City preserves some of the fund balance as necessary and possible to account for large investments on the horizon or for emergency purposes.

- Grants: Larger City capital projects receive a significant portion of funding via grants and loans made by federal and state agencies. Almost all federal funds are "passed through" a state agency filter. Some of the major agencies involved in funding grants and loans are Transportation Improvement Board (TIB), Washington State Recreation and Conservation Office, Water Resources Program, and the Department of Ecology. Parks and Transportation projects are the largest benefactors of such grants and loans at the City of Pasco.

- Debt: Represents a commitment to repay borrowed funds over an extended period of time. While the City has a relatively large legal debt capacity, the main constraint is the ability to repay the debt.

- Local partnerships: The City also relies on partnership with other local agencies like Port or Pasco, Pasco School District, City of Kennewick, City of Richland, and individual donations etc. to fund projects. Additionally, the City uses Local

Improvement District's (LID) as a way to share the cost of infrastructure improvements to fund a project that provides a specific benefit to proximal property owners.

Transportation Capital Improvements

The City's transportation improvements are discussed under the Transportation Element of this Comprehensive Plan and also identified in the City's 6-year Transportation Improvement Program (TIP). The Benton-Franklin Council of Governments is the designated Regional Transportation Planning Organization (RTPO) and Metropolitan Planning Organization (MPO). It maintains the regional plans for all modes of transportation and allocates federal transportation funds for local improvements. That program is updated yearly and is incorporated in this plan by reference.

Water System

Existing Conditions

The majority of the population within the incorporated limits of the City of Pasco is served by the City's Water Utility. The City builds capacity into the water system for effective fire suppression in structures, which is an important safety measure. Pasco currently has a very efficient storage and distribution system. The City water system includes two water treatment plants, reservoirs, pump stations and pipelines that serve the City limits and portions of the Urban Growth Area.

The City updated its Comprehensive Water System Plan (CWSP) in 2019, which has been reviewed and approved by the Washington Department of Health (WDOH). The planning periods outlined in the CWSP are 2022, 2027, and 2036. The CWSP identifies the existing system, expected City growth and projected demands for each planning horizon, as well as, the performance criteria that dictate whether new infrastructure is required.

The City's water system is supplied from surface water withdrawals from the McNary Pool of the Columbia River and includes two surface water treatment plants and three water reservoirs. The following is a list of key system water facilities.

- Butterfield Water Treatment Plant: capacity of 26.8 million gallons per day
- West Pasco Water Treatment Plant: capacity of 6.0 million gallons per day (modular/expandable; the build out capacity is 18 million gallons per day when all six treatment trains are installed)
- Riverview Heights reservoir: 10 million gallons
- Rd 68 reservoir: 2.5 million gallons
- Broadmoor Boulevard reservoir: 1 million gallons

The CWSP indicates that the City currently holds surface water rights for 13,269.25 acre-feet of annual withdrawal and 20,149 gallons per minute (gpm) (29 mgd) of instantaneous withdrawal. As defined in the CWSP, the City is currently in compliance with water right quantities by borrowing the surplus from the Quad Cities water right, at a current consumption of 14,424 acre-feet by volume and 18,456 gpm instantaneous. The City also holds individual groundwater rights sourced by various wells for separate irrigation purposes.

The river water requires treatment before being piped to customers. Butterfield is a conventional filtration plant and West Pasco is an ultrafiltration membrane plant. The current capacity of each water treatment plant is 26.8 mgd and 6 mgd respectively. It should be noted that while current capacity of the West Pasco WTP is 6 mgd, it is designed for expansion up to 18 mgd.

In addition, the City's water system inventory consists of approximately 330 miles of pipe ranging from 2-inch to 36-inch in diameter, 6 booster stations, and 20 pressure reducing valve (PRV) stations. Service is presently provided to customers at a minimum elevation of 340 feet to a maximum elevation of 525 feet. The City water distribution system has been arranged into three (3) service/pressure zones. Generally, these zones may be described as:

- Pressure Zone 1: South of I-182 and west of the railroad yard
- Pressure Zone 2: East of the railroad yard, the southern portion of the airport and a strip south of I-182 between Service Zone 1 and Service Zone 3
- Pressure Zone 3: Generally, north of I-182 and encompassing most of the northern part of the city

The City has been implementing the CWSP with facility improvements that have been made in recent years. These projects include the Columbia Water Supply Intake that increased the water supply capacity and reliability. Other major projects included the completion of the Water Treatment Plant and the Harris Road Sewer Trunk Line Extension; this extension (over 5,500 feet) will serve the rapidly developing Broadmoor area in NW Pasco.

Figure CF-1- Construction of Columbia Water Supply Intake

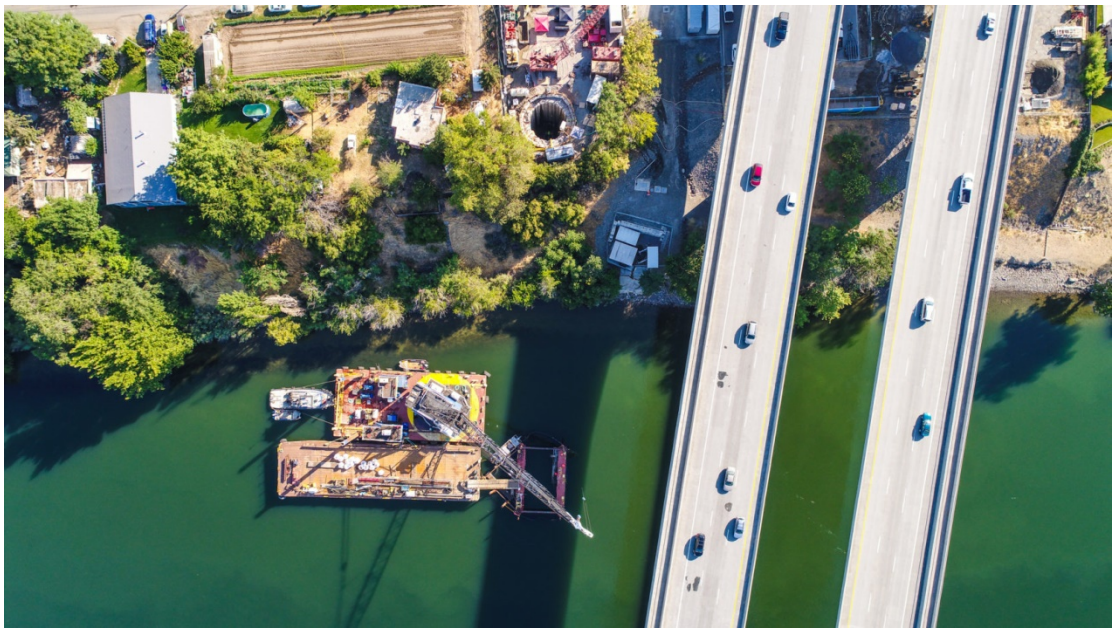


Photo source: MurraySmith

That Plan and amendments thereto is made a part of this Comprehensive Plan by reference. The Plan describes basic components of the system, such as sources, storages and distribution of water to serve its various pressure zones.

In 2019, the City conducted an Expanded UGA Infrastructure Evaluation, which evaluated the impact of the anticipated growth, UGA expansion, and land use changes. As a result, in order to accommodate future growth, the City will need to make additional improvements to the West Pasco WTP, Zone 3 Reservoir, and acquire additional water rights to meet the 2038 demands.

Pasco City Leaders break ground on the Columbia East Pump Station in 2018 (Photo source: Tri-Cities Area Journal of Business)

Level of Service

The City intends to maintain the current level of services by preserving and acquiring water rights and improving the system. Elements are aimed at maintaining these guideline LOS standards:

Table CF-2. Water Guideline LOS Standards

Element	LOS Standard
Demand per ERU[a] ADD MDD PHD	 424 gallons per day 890 gallons per day 1,119 gallons per day
MDD[b]/ADD[c] Factor	2.1
PHD[d]/MDD Factor	2.64
Service Pressure	30 – 80 psi

Notes:
a. ERU = equivalent residential unit
b. MDD = maximum daily demand
c. ADD = average daily demand
d. PHD = peak hour demand
Source: City of Pasco Comprehensive Water System Plan, Revised January 2019

Future Needs

The CWSP identified several projects to address future needs within water system over the next 20 years. Within this plan, the City reviewed each project, developed a cost estimate and time frame for construction. In addition, the 2019 Expanded UGA Infrastructure Evaluation identified four new projects that may be needed over the next 20 years, three of which could be needed within the 6-year planning horizon.

The 2020-2025 6-year CIP for the City lists several water projects which are planned through the year 2024 as well as a financial plan that allows the water utility to remain financially viable. The 2020 CIP identifies the following priority projects listed in Table CF-3. In addition, CF-3 includes the three additional projects identified in the Expanded UGA Infrastructure Evaluation.

Table CF-3. Water System Capital Improvement Projects

Project Title	Timeframe	Funding Sources	Total Cost ($)
Annual System Improvements - Development	2020-2025	Utility Rate	$1,200,000
Butterfield WTP- Chlorine Safety	2020	2017 Revenue Bonds	$275,000
Emergency Power Improvements	2020-2023	Utility Rate	$2,200,000
Transmission Main - West Pasco WTP to Zone 3	2020-2021	Utility Rate	$3,000,000
Water Main Extension - Road 103 (Maple Dr to Willow Wy)	2022	Utility Rate	$113,000
Water Main Replacement - Alley East of WeHe Ave	2020	Utility Rate	$140,000
Water Line Replacement - Maple Drive, AC Main (Rd 100 to Rd 103)	2020	Utility Rate	$250,000
Water Main Replacement – South 18th Ave (Court St to WA Ave)	2021	Utility Rate	$79,000
Water Main Replacement - Star Lane (Rd 100 to Rd 97)	2021	Utility Rate	$236,000
Water Projects Allocated from Transportation	2020-2021	Utility Rate	$247,000
West Pasco WTP Improvements	2020-2022	Utility Rate	$4,620,000
Reservoir Storage Tank - Zone 3	2020-2023	Unsecured Revenue Bond Utility Rate Utility Expansion Fees	$11,700,000
Automated Meter Reading	2020-2025	Unsecured Revenue Bond	$5,750,000
Reservoir Storage Tank - Zone 2	2024-2025	Unsecured Revenue Bond	$7,500,000
Water Main Extension – Alton Street (Wehe Ave to the alley west of Owen St)	2022	Unsecured Revenue Bond	$327,000
Water Main Extension -	2024	Unsecured	$305,000

Project Title	Timeframe	Funding Sources	Total Cost ($)
Riverhaven Street (Road 36 to Road 40)		Revenue Bond	
Water Line Replacement – Richardson Road (Road 92 to Road 96)	2022	Unsecured Revenue Bond	$460,000
Water Line Replacement — Road 60 (Court St to West Pearl)	2023	Unsecured Revenue Bond	$930,000
Water Line Replacement — Road 76 (Wernett Road to Court Street)	2023	Unsecured Revenue Bond	$826,000
Zone 3 Tank Transmission Main*	-	Utility Rate	$776,000
Water Main Extension - WTP to Zone 3*	-	Utility Rate	$5,206,000
Backbone Transmission Main*	-	Utility Rate	$18,355,000
Total			$64,495,000

Notes:
Source: City of Pasco 2020-2025 Capital Improvement Plan
* Proposed projects identified in the 2019 expanded UGA Infrastructure Evaluation which accounts for the UGA expansion and updated Land Use Plan. The City's Annual Water Upsize-Development Program is anticipated to assist with these projects to pay for potential upsizing of water lines related to developer installed lines.
**Funding Sources – The funding sources are the best estimates of sources currently available or possible in the future as identified in the CIP.

The 20-year planning horizon includes additional projects to serve future growth within the UGA that are not already covered in the 6-year planning horizon. The CWSP indicated a majority of these projects, but with the modifications to the UGA, the transmission mains have been upsized in areas and additional backbone piping was included. Additionally, the size of the second storage tank has increased from 3.5 MG to 4.0 MG and been moved from Zone 3, as specified in the CWSP, to Zone 2. The West Pasco WTP improvements will also be included in the 20-year planning horizon that will increase the plant's capacity from 12 mgd to 18 mgd. Table 3a summarizes planning level capital costs for the water infrastructure to serve the UGA beyond the 6-year planning horizon but within the 20-year period.

The anticipated planning level cost for the infrastructure to serve the UGA is $51.8 million which accounts for a cost increase of $10.7 million due to the upsize of pipe diameter, extension of waterlines, upsize of reservoir, and inclusion of additional projects when compared to the CWSP. The City is planning to utilize their Annual Water Upsize-Development Program to pay for a portion of these projects through coordination with planned development as well as developer contributions.

Table CF-3a. 20-year Water Planning Level Capital Cost Summary

Description	Pipe Size (inch)	Pipe Length (feet)	Total Planned Cost
West Pasco WTP – Supply Capacity Increase 12 to 18 mgd[2]	-	-	$1,470,000

Description	Pipe Size (inch)	Pipe Length (feet)	Total Planned Cost
Zone 2 Storage Tank[3]	-	-	$9,291,000
	12	28,600	$9,526,000
	16	35,100	$15,053,000
New Backbone Transmission Main	24	1,300	$775,000
	12	5,400	$1,792,000
CWSP Backbone Transmission Main[1]	16	32,600	$13,969,000
Total Cost			**$51,876,000**

Notes:
CWSP costs were escalated using ENR CCI values.
Costs taken from the CWSP and were not modified, no delta associated with this project. The project includes a high service pump station and additional filter backwash.
Project T-002 in the CWSP was indicated for Zone 3, but this analysis indicates it is better located in Zone 2.

Sanitary Sewers

Existing Conditions

In addition to water service, urban development with its associated concentration of people requires sanitary sewers to safeguard the public health. Sanitary sewer service is provided by the City of Pasco. The City's collection system is a conventional collection system that mainly relies on gravity sewers to convey wastewater flow to two lift stations that discharge to the treatment facility. Additional pump stations and force mains are used to supplement the gravity system.

The City's Comprehensive Sewer Plan (CSP), 2014, identifies the existing system, expected City growth and projected build out flows, and performance criteria that dictate whether new sewer infrastructure is required. In 2017 and 2019, the City re-evaluated the capacity and loading requirements of the Northwest Service Area as a result of potential development demands and growth projects changes as part of the 2019 Comprehensive Plan update and Urban Growth Area (UGA) expansion. A strategy to provide sewer service to the proposed UGA and other growth areas within the city (Broadmoor Area) was evaluated and alternatives were identified.

The CSP and subsequent analyses identify the total capacity, utilized capacity, and remaining capacity of both the Wastewater Treatment Plant (WWTP) and the sanitary sewer collection system. The CSP and amendments thereto is made a part of this Comprehensive Plan by reference. The following is a summary of the WWTP capacity and the sanitary sewer collection system, based upon this planning document.

The City operates a wastewater collection and treatment system to manage the domestic wastewater needs of the community. The City originally built a primary treatment facility in 1954 which has been upgraded over the years to increase design

capacity and accommodate growth of the City's service area. This system operates under a National Pollutant Discharge Elimination System Waste Discharge Permit issued by Ecology. Currently, the system is served by one activated sludge wastewater treatment plant (WWTP) which oxidizes, nitrifies and disinfects wastewater flow prior to discharging to the Lake Wallula reach of the Columbia River.

The City updated the Wastewater Treatment Plant Facility Plan (WWFP) in 2019. This update evaluated the WWTP through a 20-year horizon. This WWFP takes into consideration the projected growth identified in the 2019 Comprehensive Plan update and will provide a CIP to accommodate the projected demands associated with the expected increase in population for the City and its expanded UGA. The City's existing WWTP has a capacity of 6.5 million gallons per day (mgd) of sewer flow and currently experiences average flows of 6 million gallons per day (MDG).

The City has a goal of extending municipal sewer to un-served portions of the city and recover the cost over time as adjacent properties choose to connect to sewer. This is being done through the local improvement district (LID) process. This process enables the City to provide sewer service to areas that are lacking while at the same time upgrading the substandard county roads that have been annexed.

The City's wastewater collection system contains over 240 miles of sewer pipeline ranging from 8-inch to 36-inch in diameter, 4,430 manholes, and 10 lift stations. The gravity pipelines convey wastewater from the residential and commercial areas and route it to interceptors and large sewer trunks. Due to the varied topography in the City, several localized and regional lift stations are required to convey sewage to the WWTP. The City's two primary lift stations (Maitland and 9th & Washington) are located just outside the WWTP and convey sewage directly to the WWTP.

Level of Service

Improvements recommended in the Comprehensive Plan are aimed at maintaining the following guideline LOS standards.

Table CF-4: Wastewater Guideline LOS Standards

Element	LOS Standard
Residential Unit Flows	80 GPCDb
Commercial Unit Flows	80 GPCDb
Industrial Unit Flows	1,500 GPADc
Manning pipe roughness coefficient	0.025
Min velocity	2 feet/second

Notes:
Based on 3.43 people per dwelling unit
GPCD = gallons per capita per day
GPAD = gallons per acre per day
Source: City of Pasco Comprehensive Sewer Plan, May 2014

Future Needs

The CSP includes a CIP which identifies future projects needed to accommodate growth and to improve existing and future deficiencies. The City reviewed and prioritized the improvements based on the system needs, anticipated system growth and available funding. Many of the capital projects are triggered by anticipated future flow condition therefore the timing is based on the year in which the flows are projected. In addition, as a result of the anticipated growth, UGA expansion, and land use changes, the City conducted an Expanded UGA Infrastructure Evaluation in 2019. The purpose of this analysis is to identify what additional improvements are needed to accommodate the future growth. As a result, the Evaluation identified seven new projects that may be needed over the next 20 years, three of which could be needed within the 6-year planning horizon.

The City's 2020-2025 CIP identifies the near-term 6-year projects. Table CF-5 shows the summary of the near-term priority projects identified in the CIP. In addition, Table CF-5 includes the three additional projects identified in the Expanded UGA Infrastructure Evaluation.

Table CF-5: Six-Year Sewer System Capital Improvement Projects

Project Title	Timeframe	Funding Sources	Total Cost ($)
9th & Washington Lift Station	2020	2017 Revenue Bond	$496,000
Annual System Improvements - Development	2020-2025	Utility Rate	$1,200,000
Pearl Street Lift Station	2020	2017 Revenue Bond	$673,000
Road 36 Lift Station Upgrades	2020	2017 Revenue Bond	$501,000
Maitland Lift Station - Purchase/Install 4th Pump	2020	2017 Revenue Bond	$42,000
Northwest Area Lift Station	2020	Unsecured Revenue Bond Utility Expansion Fees	$3,500,000
Sewer Projects Allocated from Transportation	2020	Utility Rate	$10,000
Waste Water Treatment Plant (WWTP) Improvements - Phase 1	2020-2022	Unsecured Revenue Bond Utility Expansion Fees 2017 Revenue Bond	$25,805,000
Northwest Area Trunkline - Sandifur Parkway Extension to Desiree Street	2020	LID Unsecured Revenue Bond	$4,598,000
Public Works Operation Center	-	-	$ -

Project Title	Timeframe	Funding Sources	Total Cost ($)
Road 52 and Pearl Street Lift Station - Riverview	2020-2021	Unsecured Revenue Bond	$2,084,000
Road 84 and Roberts Drive Lift Station - Riverview	2022-2023	Unsecured Revenue Bond	$2,500,000
Southeast Industrial Trunkline	-	-	$ -
Trunkline Deficiency - Court Street	-	-	$ -
Waste Water Treatment Plant (WWTP) Improvements - Phase 2	2023-2025	Unsecured Local Grant/Loan Unsecured Revenue Bond	$15,367,000
Regional/Broadmoor Area Lift Station	-	LID	$3,500,000
Gravity Sewer Main – Extension of Harris Rd Sewer*	-	LID	$9,169,000
Gravity Sewer Main- Regional Lift Station Basin*	-	Utility Rate	$18,620,000
Kohler RD Lift Station*	-	LID	$528,000
TOTAL			**$88,593,000**

Notes:
Source: City of Pasco 2020-2025 Capital Improvement Plan
*Proposed projects identified in the 2019 expanded UGA Infrastructure Evaluation which accounts for the UGA expansion and updated Land Use Plan. The city is planning to complete these projects through local improvement district (LID) or via the City's Annual Sewer Upsize-Development Program which is anticipated to assist to pay for potential upsizing of sewer lines related to developer installed lines.
**Funding Sources – The funding sources are the best estimates of sources currently available or possible in the future as identified in the CIP.

The 20-year planning horizon includes all projects anticipated to serve the Urban Growth Area that are not in the 6-year planning horizon, as identified in Table 5. The CSP included some of these projects, but with modifications as a result of the Expanded UGA Infrastructure Evaluation conducted in 2019. These modifications included the upsizing of sewer trunk lines and additional backbone piping within the UGA to serve new development. Table 5a summarizes planning level capital costs for the sewer infrastructure within the UGA to be completed after the 6-year planning horizon but within the 20-year period.

The total cost for these projects in the 20-year horizon is nearly $132.5 million. The City is planning to utilize their Annual Sewer Upsize-Development Program to pay for a portion of these projects through coordination with planned development as well as developer contributions.

Table CF 5a: 20-Year Sewer Planning Level Capital Cost Summary

Description	Pipe Size (inch)	Pipe Length (feet)	Total Planned Cost
New Gravity Sewer Main	12	27,000	$15,855,000
	15	8,100	$6,232,000

Description	Pipe Size (inch)	Pipe Length (feet)	Total Planned Cost
	18	13,600	$7,912,000
	21	300	$165,000
	30	3,400	$3,209,000
	36	21,800	$15,585,000
	42	21,300	$23,173,000
Lift Station – (WWTP)[2]	-	-	$7,450,000
Lift Station – (Northeast)[2]	-	-	$6,898,000
WWFP Facility Capital Improvement Projects	-	-	$34,537,000
	21	5,341	$2,884,000
CSP Gravity Sewer Main[1, 3]	30	9,171	$6,302,000
Lift Station – Northwest Area[1]	-	-	$2,213,000
Total Cost			**$132,415,000**

Notes:
Cost taken from CSP and were escalated using ENR CCI values.
Cost assumes to include the force main.
These are listed separately due to the changes to basins and corridors. A direct correlation wasn't feasible.

Industrial Wastewater Treatment

The City also owns, maintains and operates a separate industrial wastewater treatment plant (PWRF – Process Water Reuse Facility) that collects, stores and then applies food processor wastewater to farm circles north of the City as irrigation. The PWRF is an industrial facility that receives the discharge of process water from six food processors in the region. The PWRF is a public/private partnership. The PWRF and associated farm circle properties are located in an area of irrigated agriculture production fields on approximately 1,800 acres north of Pasco and east of Highway 395 in Franklin County. The City of Pasco has owned and operated the PWRF since 1995.

Future Needs

The City's CSP identified several projects related to the improvements needed to the PWRF which address deficiencies within the system over the next 20 years. The following table lists priority projects from the 2020 CIP.

Table CF-6: Process Water Reuse Facility Capital Improvement Projects

Project Title	Timeframe	Funding Sources	Total Cost ($)
Columbia East Lift Station & Force Main	2020	Unsecured Revenue Bond Federal EDA Grant WA State Capital Budget Franklin Co. 09 Grant	$8,309,000

Project Title	Timeframe	Funding Sources	Total Cost ($)
PWRF Irrigation Pump Station (IPS) Improvements	2020	Unsecured Revenue Bond HAEFIC Loan	$5,100,000
PWRF Primary Treatment Improvement	2020-2021	State PWB Loan Unsecured Revenue Bond	$22,644,000
Total			**$36,053,000**

Notes:
Source: City of Pasco 2020-2025 Capital Improvement Plan
**Funding Sources – The funding sources are the best estimates of sources currently available or possible in the future as identified in the CIP.

Stormwater

Storm water is handled in Pasco by the storm sewer system, on-site collection and dissipation systems or grassy swales along roadways. A stormwater conveyance pipe system is used in the older parts of the City to accept storm run-off from adjacent land developments as well as streets. In recent years the City has been requiring development to mitigate the effects of storm water runoff at projects. This eliminates the need for an extensive stormwater conveyance pipe system.

Street drainage in newer areas is also accomplished in a similar fashion by the use of catch basins and infiltration facilities or grassy swales along the side of the street or by detention/infiltration ponds. The arid and often windy climate which evaporates moisture quickly enables these methods to function effectively and avoids affecting the waters of the Columbia River. The City of Pasco will continue to require onsite storm water retention methods through the planning period and beyond.

The City prepared a separate Comprehensive Stormwater Management Plan in 2016. That Plan and amendments thereto, are made a part of this Comprehensive Plan by reference. The storm water system includes over 50 miles of stormwater pipeline, 2,768 Catch Basins, 835 manholes and over 13 miles of exfiltration storm drain.

Future Needs

The City strives to maintain the level of service of the storm water system by addressing existing and potential issues. Improvements are identified with the following solutions:

- Stormwater infrastructure rehabilitation; and
- Water quality protection.

A list of capital projects has been identified in the 2016 Comprehensive Stormwater Plan. Most of the site-specific problems identified in the plan are localized flooding issues caused by inadequate system capacity, failing and or reduced performance of aging system components, or poor design and construction of stormwater facilities. The following is a list of the projects identified in the 2020 CIP which need to be addressed in the next six years.

Table CF-7: Storm Capital Improvement Projects

Project Title	Timeframe	Funding Sources*	Total Cost ($)
1st Avenue Pipe Rehab	2022	Utility Rate	$249,000
Annual Stormwater Improvements - Development	2020-2025	Utility Rate	$300,000
North Industrial Way Infiltration Retrofit Project	2020	Utility Rate	$150,000
Stormwater Projects Allocated from Transportation	2020-2022	Utility Rate	$585,000
Sylvester Pipe Relining	2022	Utility Rate	$330,000
TOTAL			**$1,614,000**

Notes:
Source: City of Pasco 2020-2025 Capital Improvement Plan
*Funding Sources – The funding sources are the best estimates of sources currently available or possible in the future as identified in the CIP.

Irrigation System

The City owns and operates a non-potable water utility that provides irrigation water to residential customers and a limited number of commercial customers in the northwest part of the City. The irrigation system serves residential, commercial and public facility users. Providing a system for irrigation water separate from the drinking water utility allows the City's customers to avoid using treated drinking water to irrigate. The City's existing irrigation system is supplied by water from 11 groundwater wells and water pumped from the Columbia River and distributed via 135 miles of PVC, ductile iron, and steel distribution pipes ranging from 3 to 24 inches in diameter.

The City acquired the first portions of the system in 2002 from a private irrigation utility. The system has grown considerably since that time. The City uses the irrigation system annually from April 1st to October 31st. The 2013 Irrigation System Master Plan (ISMP) recommended capital improvements to ensure the continued delivery of economical irrigation water to City's residents.

The irrigation system has six pressure zones which are separated by pressure-reducing stations. The 2013 ISMP identified that total irrigation area was approximately 1,492 acres located in the northwest part of the City. Future development and improvements of the irrigation system are primarily limited to development within the existing service area. Expansion of the system beyond the existing service area is based on the available irrigation water rights, which would allow for the additional place of use.

Future Needs

The City's Water System Plan also identified several projects related to the irrigation system. The purpose of these projects is to address deficiencies within the system over the next 20 years. The following table lists priority projects from the 2020 CIP.

Table CF-8. Irrigation System Capital Improvement Projects

Project Title	Timeframe	Funding Sources	Total Cost ($)
Annual System Improvements - Development	2020-2025	Utility Rate	$300,000
Chapel Hill Boulevard to Interstate 182 — Irrigation Main	2020	Utility Rate	$100,000
Columbia River Intake Capacity Upgrades	2020	Utility Rate	$170,000
Irrigation Project Allocated from Transportation	2020	Utility Rate	$9,000
Well Capacity Upgrades	2021-2023	Utility Rate	$1,410,000
TOTAL			**$1,989,000**

Notes:
Source: City of Pasco 2020-2025 Capital Improvement Plan
**Funding Sources – The funding sources are the best estimates of sources currently available or possible in the future as identified in the CIP.

Schools

General education in Pasco is provided by the Pasco School District. The School District's latest Capital Facilities Plan was updated in 2016 and identified educational facilities needs in the Pasco School District over a 6-year planning horizon. The plan compared the district's current facilities to present and future educational needs. Alternates to satisfy projected educational needs are identified in the plan and recommendations are presented to ensure facilities are available to meet the needs of student enrollments. As of 2019, the School District reportedly served 17,891 students, an increase of 14% since 2011.

Based on the 2016 School Plan, there are fifteen (15) elementary schools providing a capacity to serve 7,735 students in permanent capacity. As of October 1, 2015, there were 9,940 elementary students enrolled. There are 129 portable classrooms at the elementary schools. Since 2014, the District has added 33 new portable classrooms as temporary capacity.

There are three (3) middle schools providing a capacity to serve approximately 2,814 students, and two traditional high schools with a capacity to serve 3,931 students.

The School District is adding and upgrading the following schools:

- Three Rivers Elementary; expected to be completed in 2019
- Columbia River Elementary; expected to be completed in 2020
- Replace Stevens Middle School; expected to be completed in 2021

- Reynolds Middle School, expected to be completed in 2020

The need for school sites, buildings, and supporting facilities will continue to grow as population expands. The School facilities plans are to be updated in 2020 and the City will continue to work with the school district during the development review process to ensure that the impacts of development on the school district are minimized. The City's future land use plan recognizes the need of additional approximately 160 acres of land to meet the school district's need.

The District funds capital projects through bonds, state match or State Construction Assistance Program (SCAP), and school impact fees, SEPA mitigation fees.

Essential Public Facilities

Introduction

Essential public facilities (EPF) are capital facilities typically difficult to site because of potential adverse impacts related to size, bulk, hazardous characteristics, noise, or public health and safety. EPF's include those facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities(SCTF). WAC 365-196-550 provides a list of EPF's and suggests a potential siting.

The GMA precludes local comprehensive plans or development regulations from prohibiting the siting of essential public facilities. [RCW 36.70A.200 (5)]

The distinction between lands identified for public purposes, as shown on the land use map contained in Appendix A, and EPF's can create confusion. Table CF-8 illustrates the distinction.

Table CF-9. Distinguishing Public Purpose Lands from Essential Public Facilities

Public Purpose Lands	Essential Public Facilities
FOCUS: Lands needed to accommodate public facilities. Lands needed to provide the full range of services to the public provided by government, substantially funded by government, contracted for by government, or provided by private entities to public service obligations. Examples: • Utility corridors • Transportation corridors • Sewage treatment facilities • Storm water management facilities • Recreation facilities • Schools • Other public uses	*FOCUS:* Facilities needed to provide public services and functions that are typically difficult to site. Those public facilities that are usually unwanted by neighborhoods have unusual site requirements or other features that complicate the siting process. Examples: • Airports • Large-scale transportation facilities • State educational facilities • Correctional facilities • Solid waste handling facilities & landfills • Inpatient facilities (substance abuse facilities, mental health facilities, and group homes)

Existing Facilities

A few of the EPF's located in Pasco include the PSC, the Basin Disposal solid waste transfer station, the Franklin County jail, the Benton-Franklin Detox Center, Lourdes Medical Center, Columbia Basin College and the Chevron Tank Farms. Transportation facilities within the City include Interstate Highway I-182, US 395, and the BNSF Classification yard. The Columbia-Snake River System is also identified as an EPF as it provides an important inter modal commercial transportation network for the state extending to the Pacific Ocean.

Siting

The siting process should be consistent with the Franklin CWPP. Policy IV of the CWPP indicates that the County and Cities, along with public participation, shall develop a cooperative regional process to site EPF of regional and statewide importance. The objective of the process shall be to ensure that such facilities are located so as to protect environmental quality, optimize access and usefulness to all jurisdictions, and equitably distribute economic benefits/burdens throughout the region or county.

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

Siting Criteria

The City establishes the siting criteria with the understanding that some EPF's may not pose any siting difficulties beyond those associated with commercial or public developments. The Planning Director will determine if the facility is an Essential

Public Facility. If the facility does not present siting difficulties, it will be relegated to the normal siting process applicable to a facility of its type, as identified in the PMC.

Pasco reviews the siting of EPF's with a process established in PMC 25.200, Special Permits. EPF's are listed as unclassified uses in the City's development regulations. As such these uses are generally not restricted by zoning districts, but due to their nature require extraordinary review through the special permit review process prior to locating within the City. Unclassified uses are listed in PMC 25.200.20 and include the facilities discussed above.

If the facility does present siting difficulties, it should be subjected to the siting process as follows:

Option 1

1. Determining the Essential Public Facilities. Determine whether the facility is identified as an EPF in the City, County or State list of such facilities and is consistent with the definition under the Growth Management Act. Also, determine that it provides services to the public and there are difficulties in siting the facility in terms of limited availability of sites, location needing proximity to another public facility, and anticipated adverse environmental impact.
2. Review and permit. Review should determine the applicability of the facility, whether such facility already exists, and the service level is adequate. Consistency with the Comprehensive Plan should also be reviewed. The City will participate in an inter-agency review if the facility is of a statewide, countywide or regional nature. Alternative sites for appropriate location and regional fair share should also be considered during the interagency review. Finally, impacts should be identified along with appropriate mitigations measures.

The review process can be a case-by-case approach where additional review processes may be required due to the unique nature of the facility. Public should be engaged according to the statutory requirements, and if the facility is anticipated to have an impact on the community.

Permitting should begin according to the City's development regulations after determination and review of such facilities. Conditions can be added during the permitting process to address adverse impacts.

Option 2

The following additional review shall be combined with the permitting process. However, some review shall be required prior to the permitting process, such as finding the appropriate location for the facility.

- **Applicability**. Review shall determine the need of the facility in the light of established level of service. It shall review whether such facility already exists, and the service level is adequate or can be accommodated in an existing facility.

- **Consistency with the Comprehensive Plan**. Facilities shall be consistent with the Comprehensive Plan land use map and policies. Facilities, if provided through a special district plan, the special districts plan must also be consistent with the Comprehensive Plan.

- **Multi-jurisdictional approach and CWPP**. The facility needs to be consistent with the County-Wide Planning Policies. Interagency review shall be required if the facility is of a statewide, countywide or regional nature.

- **Location**. Review of alternative sites for appropriate location and regional fair share considerations.

- Facilities shall be allowed in the zoning districts according to the Essential Public Facilities table.

- Review and compare between several alternative sites within the City if it is a City provided Essential Public Facility.

- Consider several alternative sites in other jurisdictions as well if the facility is a state or county Essential Public Facility providing services of regional nature.

- **Impact and mitigation**. Identify the potential impacts of the proposed facility. Impacts shall be identified in the most comprehensive manner to include social, environmental and economic impacts. Measures shall be taken to mitigate the adverse impacts such as noise, odor, pollution, traffic, aesthetics and health and safety concerns.

- **Cost-benefit analysis**. The facility's financial impact on the City shall be analyzed. If analysis shows that it would cause a disproportionate financial burden for the community, an agreement shall be required among jurisdictions to mitigate the adverse financial burden when the facility offers regional services.

- **Case-by-case approach**. Director of the Community Planning or person of a similar responsibility may add additional review process if required due to the unique nature of the facility. Conditions shall be added in each case to mitigate the adverse impacts and to make the facility compatible with the affected area. All the issues that make the specific facility difficult to site shall be appropriately addressed and mitigated.

- **Public involvement**. The public shall be notified according to the statutory requirements. Public meetings shall be conducted by the applicant before the public hearing to address public concerns.

Revenue Sources for Capital Facilities

Revenue sources are of several types and are designed either for one specific application or may be used for a variety of projects. As an example, sources of grant money for transportation facility construction are dedicated to that single general purpose.

State statutes set out the powers local governments have for funding capital and other projects. There are four generic types of local government project funding: taxes, fees, grants, and dedicated funds from State revenues. The following is a description of funding sources.

Property Tax

Property tax levies are most frequently used means of supporting operational and maintenance expenses due to the recurring nature of both. It is also used to meet general obligation bond debt service costs.

Under State law local governments are prohibited from increasing the property tax levy more than the lesser of 1% or the implicit price deflator as of July of the previous year.

General Obligation Bonds

There are two types of general obligation bonds. Those approved by the voters and those limited in amount that may be approved by the elected body of the county, city or special district, called council manic bonds.

Voter-approved bonds increase the property tax rate so that for a given assessed value on a property, the owner will pay a higher percentage in taxes. This increase in taxes collected across the properties of the affected districts is exclusively dedicated to paying off the debt and interest of the money borrowed under the authority of the approved banding measure. As assessed property values increase, the bonds may be paid off in a shorter timeframe than originally projected. Approval for general obligation bonds requires 60% of the number of voters provided the voter turnout is at least 40% of the turnout at the last previous general election.

Council manic bonds are different than voter-approved bonds because they do not have associated with them the authority to raise taxes. Council manic bonds must be paid off from the operating budget created with general tax revenues. Lease-Purchase arrangements also fall in this general type of financing public facilities.

The amount of local government debt allowable in the form of general obligation bonds is limited to 7.5% of the taxable value of property in the jurisdiction. This is divided so that a jurisdiction cannot use all of its bonding capacity for one type of improvement. The total general obligation bonding capability is divided as follows: 2.5% general purpose use, 2.5% for utility bonds, and 2.5% open space and park facilities. If the jurisdiction has an approved General Purpose Bond with unused capacity, as much as 1.5% of the 2.5% may be used as council manic bonds.

Real Estate Excise Tax

RCW 82.46 authorizes the collection of a real estate excise tax levy of .25% of the purchase price of real estate within the City at the time of sale. The legislature approved in the Growth Management Act an additional 25% excise tax that is dedicated to the support of the capital facilities of the community. Presumably this added money is to help a community deal with the "concurrency" requirements of the GMA. Concurrency is the requirement that land development cannot occur unless an urban level of facilities and services are provided at the time (concurrently) a land development is ready for occupancy. The first .25% excise tax also was dedicated to the planning and construction of urban services and facilities, but the two provisions differ a little as illustrated in the following.

The first .25% of the real estate excise tax is for the following and includes the items listed for the second .25% excise tax: The acquisition of parks and recreation facilities, planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvement of law enforcement facilities, fire, protection facilities, trails, libraries, administrative and judicial facilities, water front flood control projects, and housing projects subject to certain limitations.

The second .25% of the real estate excise tax and may be applied to: The planning, acquisition, construction, repair, replacement, rehabilitation or improvement of streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer systems, and parks and recreation facilities.

Business and Occupation Tax

RCW 35.1 1 authorizes cities to collect this tax on the gross or net income of businesses, not to exceed a rate of .2%. Revenue thus received may be used for capital facilities acquisition, construction, maintenance and operations. Voter approval is required to initiate the tax or increase the tax rate to be applied

Local Option Sales Tax

Local government may collect a tax on retail sales of up to 1.1%, of which .1% can be used only for criminal justice purposes. Imposition of this tax requires voter approval.

Utility Tax

RCW 35.21 authorizes cities to place a tax on the gross receipts of electricity, gas, garbage, telephone, cable TV, water, sanitary sewer and storm water management providers. The current rate is 8.5%.

Community Development Block Grant

Federal Department of Housing and Urban Development makes financial assistance available through this program to local general purpose governments. This money

must be applied for by the local government and must be used for eligible activities meeting the national objects of the program.

Community Economic Revitalization Board

The State Department of Commerce provides low interest loans and occasional grants to finance public sewer, water, access roads, bridges, and other facilities in support of a specific private sector development project which will trade goods and services outside of the State. One of the objectives is to create one job per each $3000 of loan or grant money made available.

Public Works Trust Fund Grant

The State Department of Commerce provides low interest loans for capital facilities, planning, emergency planning and construction of bridges, roads, domestic water, sanitary sewer, and storm water. Applicant jurisdictions must have a capital facilities plan in place and must be levying the original .25% real estate excise tax. Construction and emergency planning projects must be for construction or reconstruction of existing capital facilities only. Capital Improvement Planning projects are limited to streets and utilities.

Special Purpose Districts

RCW 67.38.130 authorizes cultural arts, stadium/convention special purpose districts with independent taxing authority to finance capital facilities. The special district requires a majority voter approval for formation and has an annual funding limit of $25 per $1000 of assessed valuation; these districts may be formed across the borders of other governmental units.

Emergency Medical Services

The State authorizes $.50 per $1,000 assessed valuation property tax levy which may be enacted by fire and hospital districts, cities, towns, and counties.

Fire Districts

The State authorizes a levy limit of $1.50 per $1,000 of assessed valuation for fire and emergency medical response service.

Fire Impact Fees

RCW 82.02.050-090 authorizes a charge (impact fee) to be paid by new development for its fair share of the cost of the protection and emergency medical service facilities required to serve the development. Impact fees must be used for capital facilities necessitated by growth, and not to correct existing deficiencies in levels of service. Impact fees cannot be used for operating expenses.

Park and Recreation Services Area

RCW 36.68.400 authorizes park and recreation service areas as junior taxing districts for the purpose of financing the acquisition, construction, improvement, maintenance or operation of any park, senior citizen activity center, zoo, aquarium and recreational facility. The maximum levy limit is $.15 per $1000 assessed valuation. The Park and Recreation Service District can generate revenue from either the regular or excess property tax levies and through general obligation bonds, subject to voter approval.

User Fees and Program Fees

Fees or charges for using City owned property, facilities or programs, such as swimming lessons.

Park Impact Fees

RCW 82.02.050-080 and 090 authorizes local governments to enact impact fees to fund parks and recreational facilities necessary to serve new development. These impact fees must be used for capital facilities necessitated by growth, and not to correct existing deficiencies in levels of service or operating expenses.

State Parks and Recreation Commission Grants

These State grants are for park capital facilities acquisition and construction and require a 50% local match.

Motor Vehicle Fuel Tax

RCW 82.36 authorizes this tax which is administered by the State Department of Licensing and paid by gasoline distributors. Cities and counties receive 11.53% and 22.78%, respectively, of the motor vehicle fuel tax receipts. Revenues must be spent for highway purposes including the construction, maintenance, and operation of city streets, county roads, and State highways.

Local Option Fuel Tax

RCW 82.80 authorizes this countywide local option tax equivalent to 10% of the statewide motor vehicle fuel tax and a special fuel tax of 2.3 cents per gallon. Revenues are distributed back to the county and its cities on a weighted per capita basis (1.5 for population in unincorporated areas and 1.0 for population in incorporated areas). Revenues must be spent for highway purposes (construction, maintenance, operation).

Transportation Benefit District

RCW 35.21 225 authorizes cities to create transportation districts with independent taxing authority for the purpose of acquiring, constructing, improving, providing, and funding any city street, county road, or state highway improvement within the district.

Road Impact Fees

RCW 82.02.050 and 090 authorizes cities and counties to exact road impact fees from new development for its fair share of the system improvement cost of roads necessary to serve the development. Impact fees must be used for capital facilities necessitated by growth and not to correct existing deficiencies in levels of Service. Impact fees cannot be used for operating expenses.

Local Option Vehicle License Fee

RCW 82.80 authorizes a county-wide local option fee up to $15 maximum annually per vehicle registered in the county, subject to a January 1, 2000 "sunset". Revenues are distributed back to the county and cities within the county levying the tax on a weighted per-capita basis (1.5 for population in unincorporated areas and 1.0 in incorporated areas). Revenues must be spent for general transportation purposes.

Street Utility Charge

RCW 35.95.040 authorizes cities to charge for city street utilities in order to maintain, operate, and preserve city streets. Facilities which may be included in a street utility include street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities. Households and businesses may be charged a fee up to 50% of actual costs of construction, maintenance, and operations while cities provide the remaining 50%. The fee charged to businesses is based on the number of employees and may not exceed $2 per full-time employee per month Owners or occupants of residential property are charged a fee per household which may not exceed $2 per month.

National Highway System Grants

The Washington State Department of Transportation awards grants for construction and improvement of the National Highway System. In order to be eligible projects must be a component of the National Highway System and be on the Regional Transportation Improvement Plan. Funds are available on an 86.5% Federal to a 13.5% local match, dependent upon if the proposed project's ranking is sufficiently high enough on the Regional TIF list.

Surface Transportation Program Grants

This provides grants for road construction, transit capital projects, bridge projects, transportation planning, and research and development. To be eligible, a project must have a high enough ranking on the Regional TIP list. Funds are available on an 86.5% Federal to a 13.5% local match.

Federal Aid Bridge Replacement Program Grants

The Washington State Department of Transportation provides grants on a statewide priority for structurally deficient or functionally obsolete bridges. Funding is on an 80% Federal to 20% local match.

Federal Aid Emergency Relief Grants

This funding source is limited to restoration of roads and bridges on the federal aid system which are damaged by natural disasters or catastrophic failures. Funding is available at an 83.13% Federal to a 16.87% local match.

Urban Arterial Trust Account Grants

The Washington State Transportation Improvement Board manages funding for projects to alleviate and prevent traffic congestion. Project funding is an 80% Federal and a 20% local match.

Transportation Improvement Account Grants

The Washington State Transportation Improvement Board manages funding for projects to alleviate and prevent traffic congestion caused by economic development growth. Eligible projects should be multi-agency, multi-modal, congestion and economic development related which are partially funded locally. Funding is an 80% Federal to a 20% local match.

Sewer Districts/Users Fees

This is a special purpose district that must be established by the voters of the affected area. Once established with an operating levy it may assess properties in the district for operating and other expenses within approved limits and perform all the duties and responsibilities related to the construction, maintenance, and operation of sewage collection and treatment. The State authorizes cities, counties and special purpose districts to collect fees from wastewater generators. Fees may be based upon the amount of potable water consumed or may be flat rate fees. The revenue may be used for capital facilities or operating and maintenance costs.

System Development Fees

The State authorizes a fee to connect to a sanitary sewer system based upon the capital cost of serving the new connection.

Centennial Clean Water Fund Grant

The State Department of Ecology issues grants and loans for the design, acquisition, construction and improvement of water pollution control facilities and related activities to meet State and Federal requirements and to protect water quality. Future funding cannot be reliably forecast.

State Revolving Fund Loans

The State Department of Ecology administers low interest loans and loan guarantees for water pollution control projects. Applicants must demonstrate water quality need, have a facilities plan for water quality treatment, show ability to repay a loan through a dedicated source of funding, and conform to other State and Federal requirements.

Department of Ecology Grants

The State Department of Ecology grants to local governments for a variety of programs related to solid waste, including Remedial Action Grants to assist with local hazardous waste sites, Moderate Risk/Hazardous Waste Implementation Grants to manage local hazardous waste, and Food and Yard Waste Composing Grants.

Flood Control Special Purpose District

RCW 86.15.160 authorizes flood control special purpose districts with independent taxing authority (up to a $.50 property tax levy limit without voter approval), to finance flood control capital facilities. In addition, the district can, with voter approval, use an excess levy to pay for general obligation debt. This is unneeded in the Pasco UGA.

Storm Drain Utility Fee

The State authorizes cities and counties to charge a fee to support storm drain capital improvements. The fee is usually a flat rate per month per residential equivalency. Residential equivalencies are based on an average amount of impervious surface. Commercial property is commonly assessed a rate based on a fixed number of residential equivalencies.

Storm Drainage Payment In Lieu of Assessment

Revenues from this fund may be used for the construction, maintenance and/or repair of storm drainage facilities, acquisition of property, or related debt service.

Utility Revenue Bonds and Property Tax Excess Levy

See above for a general discussion of general obligation bonds. The amount of local government debt for utility bands is restricted by law to 25% of the taxable value of property. Local government utilities tend to use bonds backed by utility user fees rather than general obligation bonds.

Public Services Element

Introduction

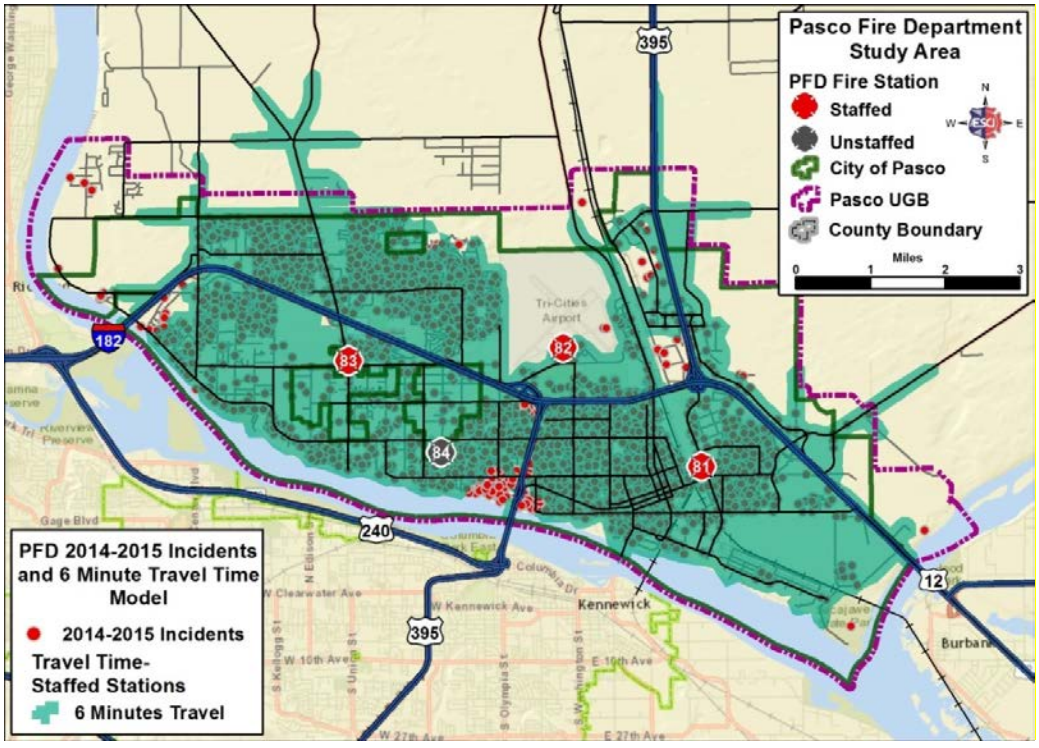
The City of Pasco provides emergency response service in three significant areas: Emergency Medical, Fire, and Law Enforcement.

Existing Services and Facilities

Fire

Pasco Fire Department (PFD) provides fire suppression, advanced life support, emergency medical services, ambulance transport services, technical rescue services, and hazardous materials services (through a regional partnership) to its service area community. The PFD, through a contract with the Port, also provides Aircraft Rescue and Firefighting services to the Pasco airport. As indicated in Figure PS-1, the City has four fully staffed fire stations—Stations 81, 82, 83, and 84. Station 81 is located on Oregon Avenue; Station 82 is located at the Tri- Cities Airport; Station 83 is located on Road 68, north of Argent Road; and Station 84 is located at the intersection of Road 48 and West Octave Street. These stations are staffed by full-time emergency medical personnel and firefighters.

Figure PS-1. Existing Stations and Pasco Fire Department Response



Note:
Pasco Emergency Services Master Plan, 2016

The City also maintains a training facility, administrative offices, and the Franklin County Emergency Coordination Center (ECC) at the northeast corner of Maitland Avenue and Ainsworth Avenue.

The City cooperates with the Franklin County Fire Protection District No. 3, which is a combination career/volunteer-supported fire protection service. The District has one fire station in the Riverview area providing service to the unincorporated islands within west Pasco. The Fire District also maintains a fire station near the corner of Clark Road and Road 36. This Station can respond to emergencies inside the UGA.

The UGA is served by a total of six fire stations—four within the city limits and two in the County. However, the Tri-Cities community as a whole relies heavily on an extensive Automatic Aid agreement. The agreement defines the "full effective response" for residential fires as 16 to 18 firefighters and commercial fire responses as 24 to 26 firefighters. In most cases, none of the agencies can supply that force with their own on-duty staff. The PFD experienced 74.7 emergency responses per 1,000 population in its service area in 2015, which is eight more responses per 1,000 population served (or 544 total responses more per year) than the regional median.

Police

Law enforcement services for the City are provided by the City Police Department. Unincorporated areas of the UGA are served by the County Sheriff. The City and County law enforcement agencies cooperate readily when the need arises. Pasco currently has 1.03 patrol officers per 1,000 people.

The Pasco Police Department provides service to the community through two divisions. The Field Operations Division responds to citizen complaints, handles traffic enforcement, accident investigations, and reporting, and is primarily responsible for maintaining public order. The Support Operations Division includes the investigative services detectives, the street crimes unit, Task Force detectives, Area and School Resource Officers, and the Records Division. The primary function of Support Operations consists of investigating serious criminal offenses, internal affairs investigations, record management, and department wide training.

The City is divided into four patrol districts with a mini-station located in each district. Police mini-stations are located in Chiawana Park, Kurtzman Park, the Central Business District, and Alderwood Square.

The new police department community services building completed construction in early 2017 and is located on Sylvester Street, directly east of Pasco City Hall.

Level of Service

Fire

The adopted standards for emergency incidents, as identified in the Emergency Services Master Plan and by Council Resolution are:

- Turnout Time: 2:00 minutes or less 90% of the time (From the time dispatched to apparatus en route)
    - Which the fire department meets 67% of the time
- Travel Time: 6:00 minutes or less 90% of the time (From the time apparatus is en route to the arrival of the first apparatus on scene)
    - Which the fire department meets 62% of the time.
- Travel Time: 6:00 minutes or less 90% of the time (For the arrival of an advanced life support apparatus)
    - Which the fire department meets 74% of the time.
- Travel Time: 12:00 minutes or less 90% of the time (For the arrival of the full first alarm assignment at a fire suppression event)
    - Which the fire department meets 50% of the time

There are two areas that impact the travel time in an incident response. Both are related to travel distance. One is the distance for the first due station to travel and the other is coverage by a second due station when the first due is on a previous call.

The determining factor in adding additional fire stations will be the ability of the fire department to meet council-established travel times. Developing areas outside the 6-minute travel time will impact the ability to provide service throughout the City.

Additional staffing at existing stations, or a need for an additional station is determined when multiple simultaneous events occur within any particular station's service area. Travel time is also a determining factor in this regard.

Police

The current service standard is approximately one patrol district and mini-station for every 18,000 residents. Police services are delivered to the community by direct contact with officers who are permanently assigned to each patrol district. They are further supported by the assignment of Area Resource Officers who connect and build a collaborative partnership with the community and assist in problem-solving.

Specialty services are also delivered in the following areas:

- Area Resource Officer

- School Resource Officer
- Detectives
- Street Crimes Unit
- Taskforce Officers
- Traffic Enforcement
- Homeless Liaison Officers

Projected Demand

Fire

The Emergency Services Master Plan examines low, moderate, and high-risk land areas in order to provide services. Much of the east Pasco industrial- and Port-owned lands are considered high risk as opposed to low-risk residential development areas. Commercial and office uses in the City Center areas, and along Road 68, are considered moderate risk areas.

Pasco Emergency Services Master Plan 2016 projects service demand through 2040. According to this plan, PFD service demand grew by over 20% in the last five years. Based on projected population growth, PFD can expect to see service demand continue to increase. Fires, of all types, demonstrate the lowest rate of increase. This reflects a national trend and can be attributed to improvements in building codes and fire prevention over the last several decades. The Emergency Medical System is expected to continue to be the predominant factor affecting service demand. Other incidents (including hazmat, alarm sounding, and service calls) not involving actual fires are predicted to increase in part due to the use of automatic alarm systems, which decrease the number of actual fires but increase service demand.

Police

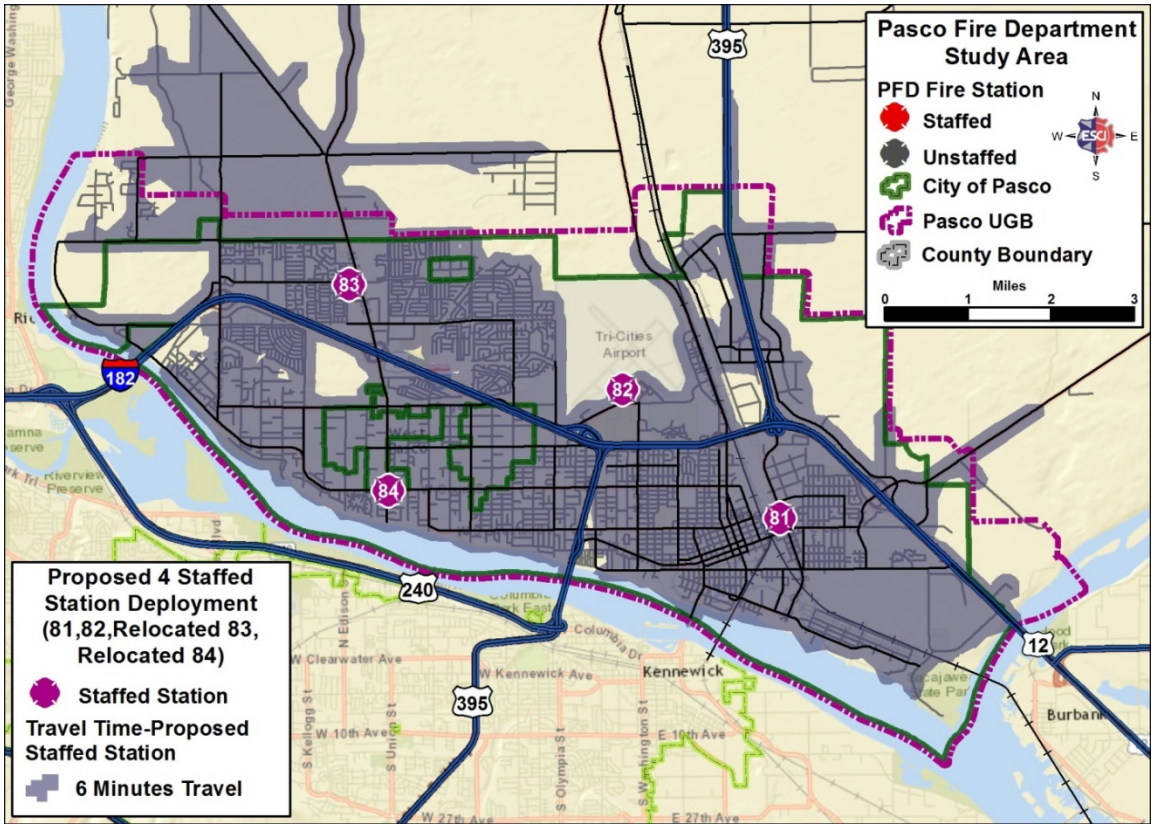
As the population increases, additional patrol districts and mini-stations will be established to maintain quality service level.

Future Services

As development occurs within the City and portions of the UGA are annexed, the need for Police and Fire services will also need to be expanded. The increased service demands and costs will be offset by added revenues associated with development. Development into the far northwest portions of the UGA will also bring with it a need for additional fire stations and Police mini-stations along with new police patrol districts and mini-stations.

The 2016 Pasco Emergency Services Master Plan proposes a reconfiguration of stations and an extended service area as shown in Figure PS-2. This will be completed by the end of 2021. Property for an additional station has been purchased at 3624 Road 100. Additional station locations need to be determined in the northwest area of the City and in the industrial area off of the Kartchner interchange.

Figure PS-2. Proposed Reconfiguration of Stations - 2020 to 2021



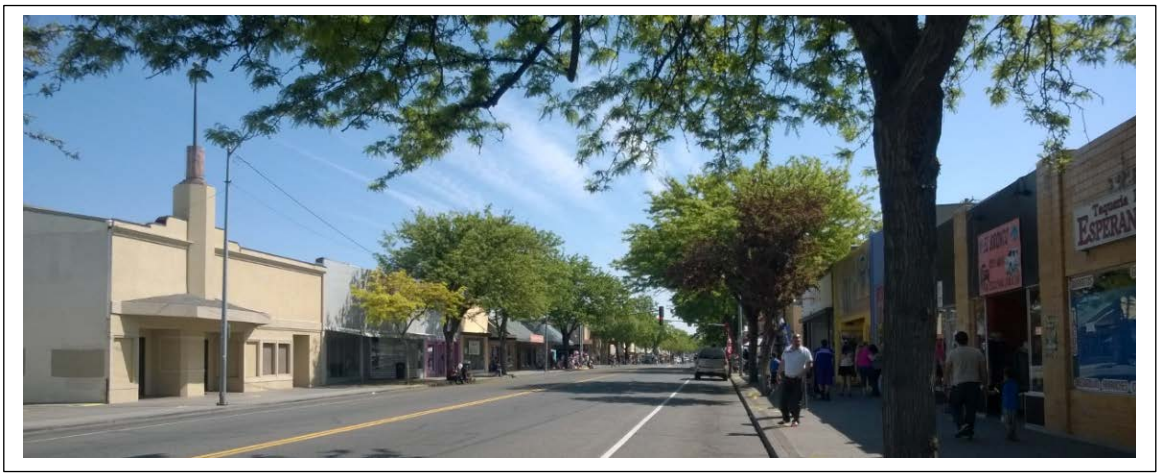
Note:
Pasco Emergency Services Master Plan, 2016

Adoption of Plans by Reference

The Police Services Strategic Plan and amendments, the Pasco Emergency Services Master Plan, and Pasco Fire Department Strategic Plan 2017 thereto are hereby adopted and made a part of Comprehensive Plan by reference.

Transportation Element

RCW 36.70A.070 (6)



Introduction

The purpose of the Transportation Element of the Comprehensive Plan is to ensure the transportation system within the UGA is preserved and enhanced to meet the needs of our community. The Transportation Element must consider all modes of transportation—from walking to aviation. The Washington State Growth Management Act requires the Transportation Element to consider existing inventories of services and facilities, LOS, system deficiencies, regional coordination, land use patterns, and goals and policies, among other items.

An efficient and well-maintained transportation network is vital to the social and economic well-being of any community. Reliable access on our roadways, sidewalks and pathways ensures community members and visitors are able to travel to the places they need. The Transportation Element considers our rapidly growing city, changing demographics, and quality of life for our community members. It recognizes the need to look into the conditions of the future and not limit the flexibility of our travel in the years to come by what is decided today.

County-Wide Planning Policies

Franklin County adopted its County-Wide Planning Policies in October 2019, and encourages efficient multi-modal transportation systems that are based on regional priorities and coordinated with the comprehensive plans of Franklin County, the Cities of Pasco, Mesa, Connell and Kahlotus, the Washington Department of Transportation (WSDOT), and the Benton-Franklin Council of Governments.

The County-Wide Planning Policies related to transportation are contained in Appendix B.

Regional Coordination and Referenced Plans

The Benton-Franklin Council of Governments (BFCOG) is the federally designated Metropolitan Planning Organization (MPO) and Transportation Management Area (TMA) for the Tri-Cities metropolitan area. BFCOG is recognized under Washington State Law (RCW 47.80.020) as the Regional Transportation Planning Organization (RTPO) for Benton and Franklin counties. BFCOG members include cities, towns, counties, ports, public transportation (Ben Franklin Transit), and the Washington State Department of Transportation (WSDOT).

BFCOG is responsible for the development of a long-range Metropolitan/Regional Transportation Plan (Transition 2040) that sets transportation policies and goals, which address regionally significant transportation opportunities and deficiencies with recommendations for all of Benton and Franklin counties. The City of Pasco coordinates transportation issues and planning on a regional basis through the BFCOG.

The Transportation Element of the Comprehensive Plan shall be consistent with the goals and policies identified in Transition2040 below:

- Safety and Security
- Preservation
- Mobility and Accessibility
- Freight and Economic Vitality
- Community and Environmental Sustainability

Ben Franklin Transit (BFT) is the regional public transportation service provider. Each year, BFT adopts Transit Development Plan as required by the Washington State Legislature and the Federal Transit Administration. The plan identifies projects and programming consistent with regional policies.

Elected officials and staff for the City of Pasco serve on the policy and technical advisory boards of both BFCOG and BFT.

Local coordination also takes place between the City of Pasco and Franklin County to ensure local transportation plans and projects are consistent and compatible.

Complete Streets Policy

Complete Streets is a term used to describe a street that is designed to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages. While broad in nature, a complete street is unique and responds to community context. Different neighborhoods require different solutions ranging from the wider sidewalks in Downtown Pasco, and bike lanes connecting residential and commercial corridors, to comfortable and accessible transit stops.

Complete Streets benefit Pasco by creating a livable community for all users for all trips. They improve equity, safety, and public health, and can help reduce transportation costs and congestion. The City of Pasco adopted a Complete Streets Policy (PMC 12.15) in 2018. It is intended to increase the overall safety of the community and support the desirability of Pasco as a place to live and conduct business.

Transportation Demand Management

Transportation Demand Management (TDM) focuses on understanding how people make their transportation decisions and helping identify existing infrastructure that is in place for transit, walking, biking, telecommuting, and ridesharing. At a basic level, TDM is a program of information, encouragement, and incentives that can be provided, at the local or regional level, to help people utilize and understand all of their transportation options.

The Benton-Franklin Council of Governments completed the 2019 Congestion Management Process that has identified TDM strategies that can include the following:

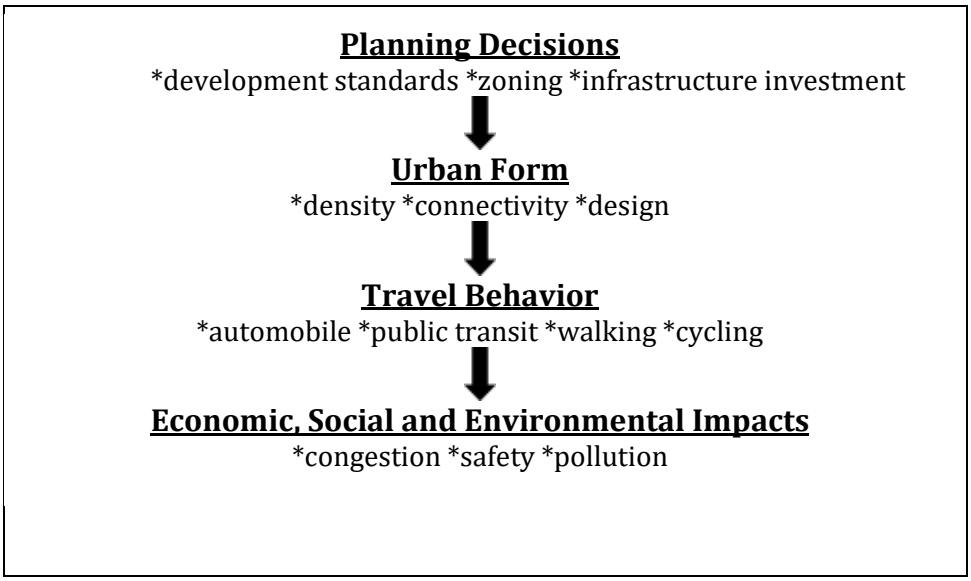
- Flexible work hours
- Pedestrian and bicycle network improvements
- Ride sharing programs
- Congestion pricing
- Telecommuting programs
- Transit Oriented Development
- Parking Management

The strategies identified above are an example of what can be helpful; however, the context of their applicability will be an important factor in applying any one or combination of them.

Transportation and Land Use

Transportation and land use decisions influence each other directly by affecting the amount of land used for transportation facilities such as roads and parking lots, and indirectly by affecting accessibility and development costs in different locations. Figure T-1 provides an explanation of how decisions in the planning process impact travel behavior and potential costs.

Figure T-1. Transportation and Land Use



As mentioned in the Land Use Element of the Comprehensive Plan, understanding the relationship between transportation and land use is key to Pasco's future success and sustainability. Land use policies and development patterns play a critical role in shaping our community and travel behaviors. For example, the compact neighborhoods of Central Pasco offer residents more of an opportunity to walk or use public transportation due to the closer proximity of services and destinations. Neighborhoods where essential services are spread out typically result in a reliance on driving. The complexity of these relationships further emphasizes the need for continued coordination and mutually supportive policies.

As Pasco grows, the transportation system will face increased demand. In some areas of the City, there are limited opportunities to expand vehicle right-of-way without significant disruption and cost. Strategic investments will need to be made to serve a rapidly growing population that supports economic development while maintaining the quality of life of our residents.

Transportation and the Environment

Transportation has a significant impact on the environment. Motor vehicles consume non-renewable energy resources and in the process discharge waste products to the atmosphere. Street rights-of-way consume 25% of the developed land within the City. Congestion and traffic cause noise pollution and paved surfaces increase storm water run-off.

The consumption of non-renewable resources with motor vehicles is an issue that requires national attention. Locally, programs to encourage van pooling, ride sharing, transit use, and non-motorized transportation can help reduce consumption of motor fuels that pollute the air. Table T-1 indicates examples of sustainable transportation goals.

Table T-1. Sustainable Transportation Objectives

Objectives	Definition
Economic	
Efficient Mobility	Fast and affordable transport of people and goods
Operational Efficiency	Maximize efficiency of providing facilities and services
Social	
Safety and Health	Increased travel safety and public health
Affordability	Ability of households to afford basic transportation
Social Equity	Supportive of objectives including fair distribution of impacts (benefits and costs)
Environmental	
Pollution Reductions	Reduced air, noise, and water pollution
Conservation	Efficient use of scarce resources
Preservation	Preservation of farmlands, parks, and natural habitats

In 2016, the Washington State Department of Ecology collaborated with local agencies, including the Benton-Franklin Council of Governments, to conduct the Tri-Cities Ozone Precursor Study. The study measured precursors of ozone and is currently evaluating implementation of ozone reduction measures.

In Transition2040, the region's long-range Metropolitan Transportation Plan, community and environmental sustainability was an identified goal aimed at making and enforcing transportation decisions that protect the environment and promote sustainable development.

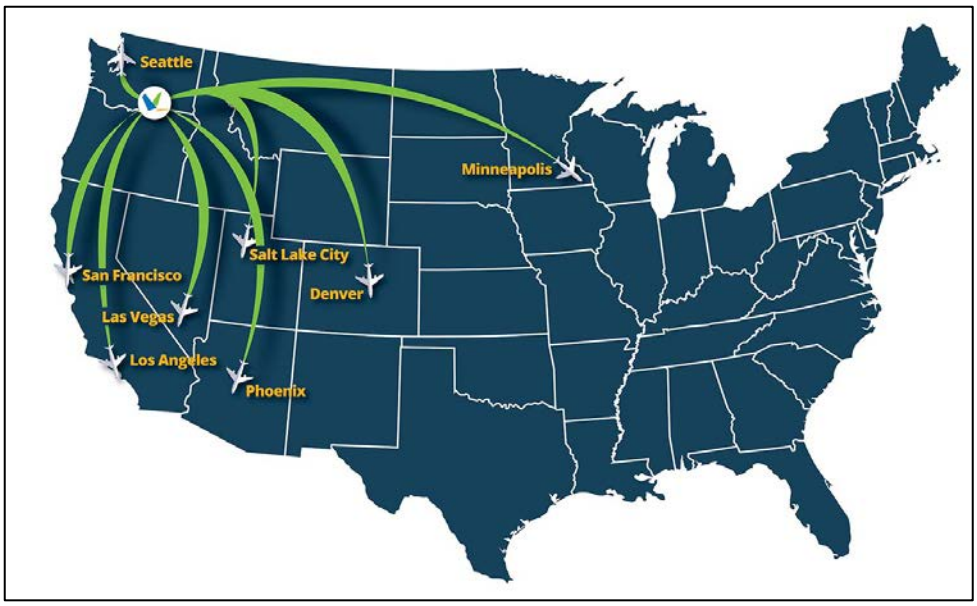
Transportation Inventory

The Comprehensive Plan is required to identify an inventory of transportation facilities and services available within the city. Pasco's transportation system is diverse in a variety of ways, due to its location along the Columbia River and being home to the only regional airport and passenger rail station. The following section will highlight the various modes of transportation and travel.

Air Travel

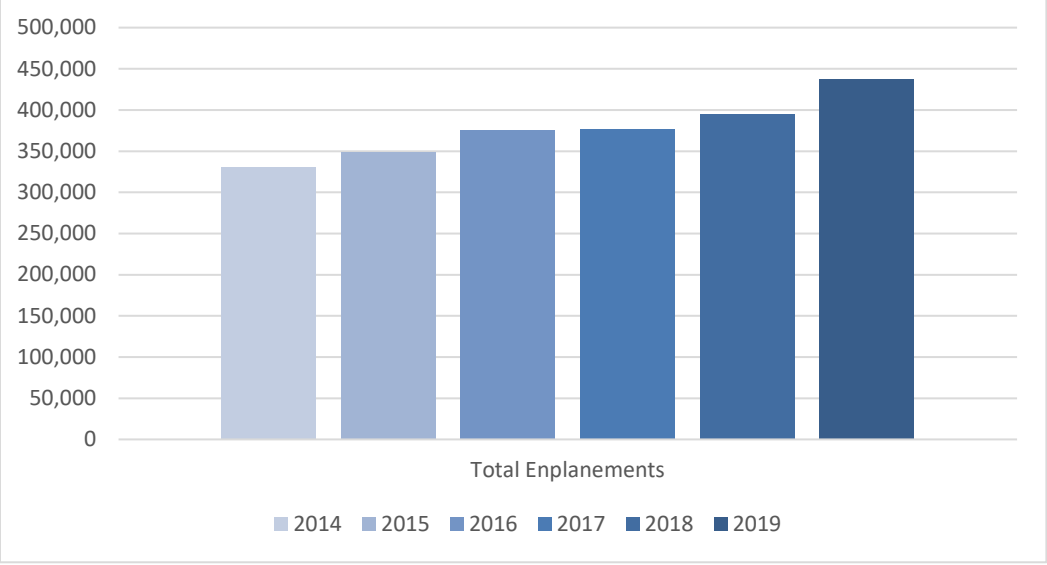
The PSC is owned and operated by the Port and is the largest in the Southeastern Washington and Northeastern Oregon regions. With connections to eight major hubs, it helps serve a vibrant and growing region with easy and reliable air travel. In the past five years, the number of enplanements at the airport has increased by nearly 100,000, which represents both the continued vibrancy of the region and the growing flight service available at the airport (Figure T-2).

Figure T-2. Destinations of Tri-Cities Airport (PSC)



The PSC is served by the following airlines: Delta, Alaska Air, United, and Allegiant, with flights to Seattle, San Francisco, Minneapolis/St. Paul, Denver, Salt Lake City, Los Angeles, Las Vegas, and Phoenix-Mesa. Aircraft services include major and minor repair, navigational radio repair and sales, flight training, aircraft rental, aircraft charter, aircraft storage, and aircraft sales. Figure T-3 indicates total enplanements of PSC. The Federal Aviation Administration (FAA) operates the Air Traffic Control Tower and the Terminal Radar Approach Control Facilities (TRACON) that provide airspace management and radar coverage to Pasco as well as several area airports.

Figure T-3. Pasco Airport Statistics - Total Enplanements



In 2014, the Port approved a $42 million renovation and expansion plan that doubled the size of the airport terminal. Construction was completed in January of 2017 and included a new west concourse along with new car rental and baggage claim areas. The recent improvements and services offered by the airport have resulted in a steady increase of passenger travel. In 2019, an additional 86,000 passengers traveled through the PSC, increasing the total to 870,890. The Port is currently developing a new Master Plan for the PSC.

Marine Travel

The Port owns and operates the Big Pasco Industrial Center and Container Terminal. Combined, they consist of over two miles of waterfront on the north side of the Columbia River, upstream from the mouth of Snake River. Connections for trucking and rail can be made at the terminal. A Port-owned rail spur connecting to the Burlington Northern Santa Fe serves the dock and yard area.

Before 2005, the Port had the largest bulk cargo tonnage movement of any terminal on the upper river system and provided docking, loading and unloading for grain and petroleum barges. In 2004 the Port had moved 4,231 containers (101,126 tons) of cargo through its terminal. In 2008, however, many of the international shipping lines discontinued service at the Port of Portland, which subsequently shifted the bulk of the containers to rail and truck

Nearby on the Snake River lies a barge terminal operated by Tidewater Barge Lines. The barge line ships grain down-river and petroleum products upriver.

Rail

Pasco Rail Yard

Pasco has been a train switch and makeup center for over a century. BNSF Railway has several miles of mainline and a complex system of sidetrack within Pasco. BNSF also maintains a computerized classification yard in Pasco. Trains are moved into the yard and broken up and blocked for movement east, west, north, and south.

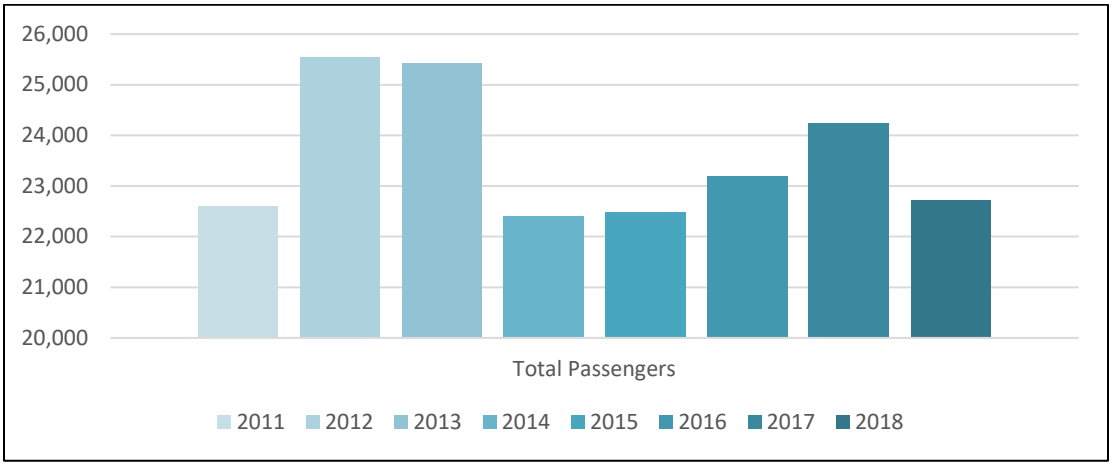
The BNSF mainline from Vancouver to Spokane via Pasco sees 45 to 55 freight movements a day, accounting for more than 100 million gross ton miles per year. Loaded grain cars are also held or stored in Pasco prior to movement down river to Portland.

BNSF also operates from the Tri-Cities to Auburn via Yakima, Ellensburg, and Stampede Pass.

Passenger Rail

Daily Amtrak passenger service is available in Pasco at the Pasco Intermodal Train Station. The station is on Amtrak's Empire Builder line, servicing Portland to the west and Spokane to the east. From 2011 to 2018, the station averaged 23,572 passengers per year. Figure T-4 indicates the total boarding and alighting by year.

Figure T-4. Total Boarding and Alighting at Pasco Intermodal Train Station



Recently, the Washington State Legislature commissioned a feasibility analysis of an east-west intercity passenger rail system over Stampede Pass, serving cities in the South Puget Sound and along the Yakima Valley, including connections to the Tri-Cities and Spokane.

Public Transportation

Pasco is served by the Ben Franklin Transit (BFT), which operates 17 fixed routes through the Tri-Cities metropolitan area. In addition to the fixed-route system, BFT provides a Dial-A-Ride service for community members. Taxi-contracted services were lost in late 2018; however, BFT restored night service on its bus routes to continue to serve passengers. Vanpool service has been a successful program for BFT, and in 2016, the program ranked fourth largest in the state. In 2017, BFT provided over two million unlinked passenger rides on its fixed route service, with another 646,200 trips on the BFT vanpool program.

BFT operates nine routes in the City of Pasco that serve a variety of communities and neighborhoods including Columbia Basin College, Pasco and Chiawana High Schools, Downtown Pasco, Tierra Vida, and the Road 68 and Sandifur corridors. Figure T-5 and Figure T-6 provide journey to work statistics for Pasco and an illustrative map of where BFT fixed route services.

Another popular service offered by BFT is their park and ride facilities, located on 22nd and Sylvester, and near the HAPO Center off Road 68. These locations and their capacities are identified Figure T-7.

Data from the American Community Survey indicates that there has been a decrease in public transportation use in the City of Pasco. In 2009, 2.2% of all trips were made on public transportation, and in 2017 that decreased to less than 1%.

Figure T-5. Journey to Work (Public Transportation)

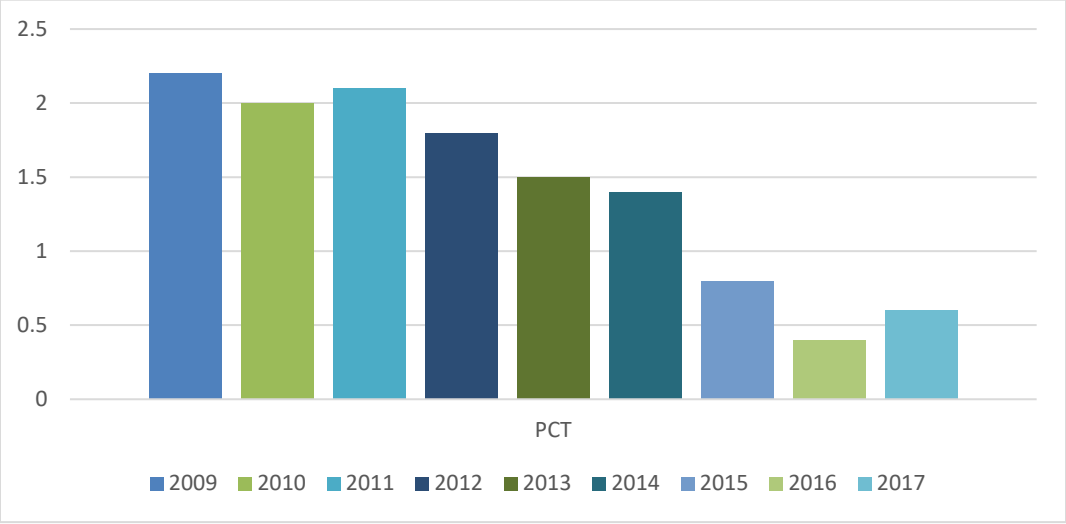


Figure T-6. BFT System Map

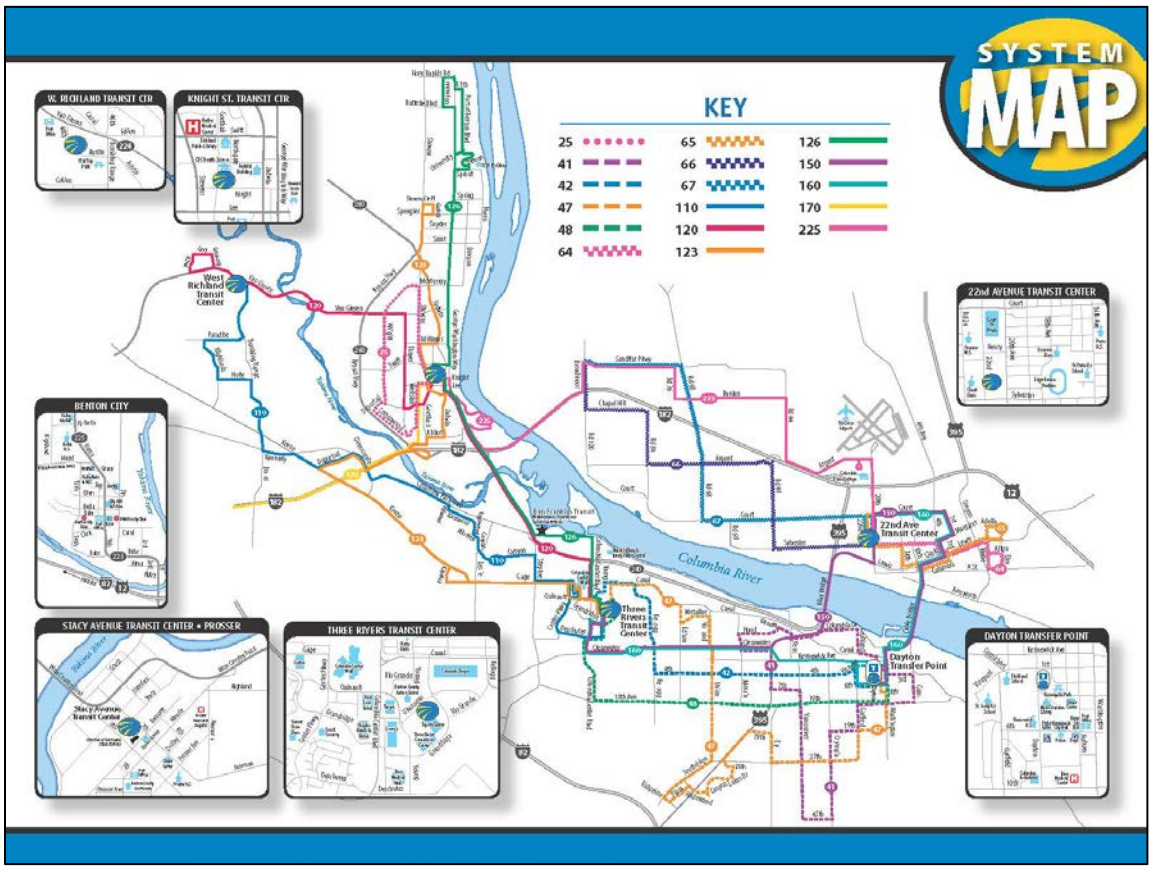
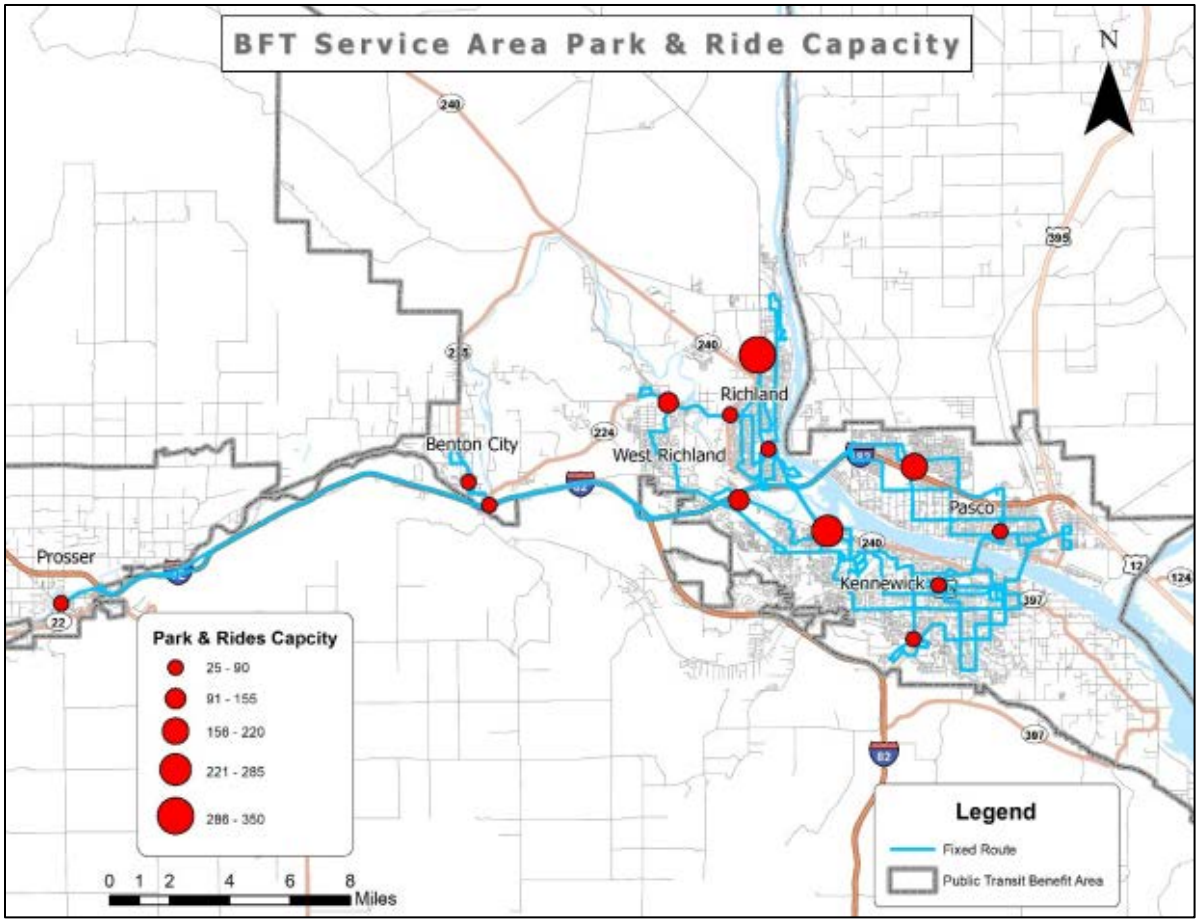


Figure T-7. BFT Park and Ride Facilities



The 2019 Transit Development Plan for Ben Franklin Transit includes an emphasis on urban design to support transit facilities and technology. This includes equipping busses with Wi-Fi, and advocating for better land use and transportation integration to foster transit usage in the community.

Further out, BFT has plans to develop new transit centers to serve Downtown Pasco and the planned growth in NW Pasco, specifically in the Broadmoor area.

Streets, Roadways and Highways

The City of Pasco currently manages and maintains approximately 322.88 centerline miles of public streets which does not include alleyways, private streets, or the State and Federal system. The citywide transportation system includes 56 controlled (signalized) intersections.

City streets are federally required to be classified according to how they function within the overall transportation network. Table T-2 indicates functional classification description.

Table T-2. Functional Classification

Classification	Description
Principal Arterials	Intercommunity and intra-metro area streets that are primarily used for traffic movement. Their general characteristics include moderate to high speeds that are generally 35 mph to 55 mph, high traffic generators, and no on-street parking
Minor Arterials	Intercommunity and intra-metro area streets that provide primarily for traffic movement and secondarily for land access. Their general characteristics include moderate speeds (30 mph and above) and moderate to high traffic volumes (5,000 to 30,000 vehicles per day), some restriction on traffic movements, controlled driveway spacing, and on-street parking is generally prohibited
Collectors	Streets with primary function to collect and distribute traffic between the local street system and the arterial street system. Collectors also provide for land access and inter-neighborhood traffic movement. Their general characteristics include low speeds (25 mph and above), low to moderate traffic volumes (500 to 20,000 vehicles per day), limited regulation of access control, and limited on-street parking
Local Access	Streets that primarily serve direct land access with the secondary function of traffic movement. Their general characteristics include low speeds (25 mph), low traffic volumes (less than 1,500 vehicles per day), few access controls, and parking is generally permitted

Table T-3 below identifies the percentage of the transportation network within the City and their corresponding classification.

Table T-3. Mileage and Street Classification

Street Classification	Total Miles	Pasco	Federal Guidelines
Interstate	18.92	4.92%	1-3%
Other Freeways & Expressways	17.99	4.68%	0-2%
Other Principle Arterials	16.82	4.37%	4-5%
Minor Arterials	30.42	7.91%	7-14%
Collectors	45.97	11.95%	7-15%
Local Access	254.46	66.17%	63-75%
TOTAL	**384.58**	**100%**	

State and Federal Transportation Facilities

Pasco is connected to the region and the northwest by various state and federal transportation routes. These include Interstate I-182, US Highway 395, US Highway 12, and State Route 397 (Figure T-8).

Figure T-8. Federal and State Facilities

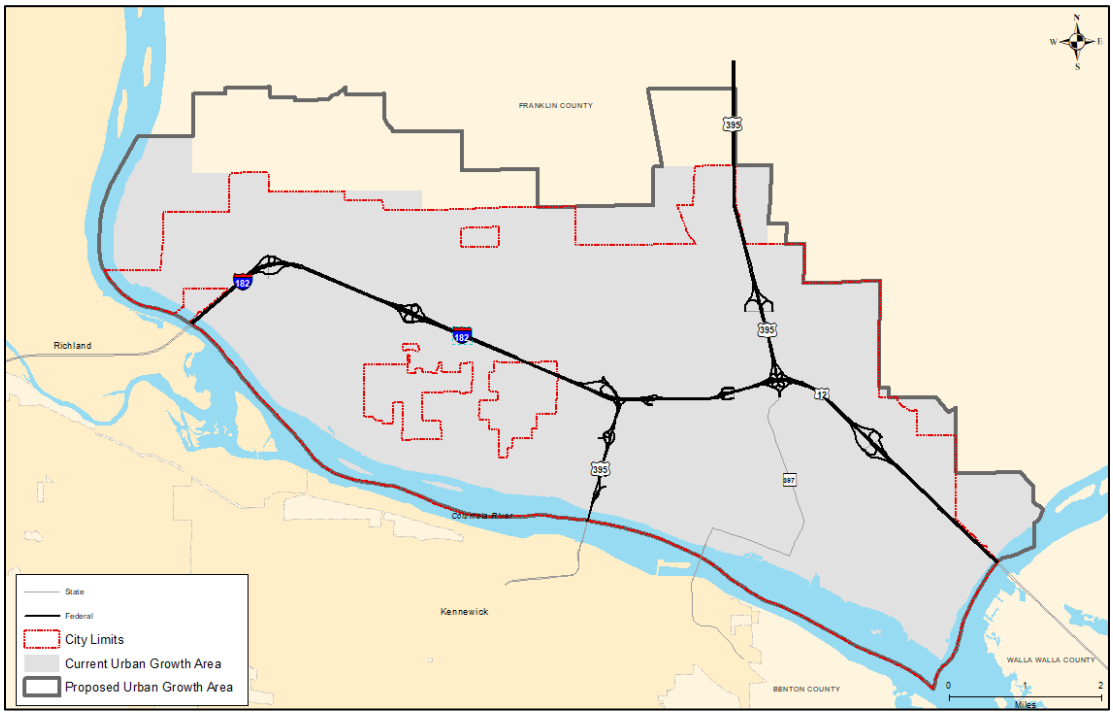


Table T-4 provides information on state route mileage in the City of Pasco.

Table T-4. State Route Mileage

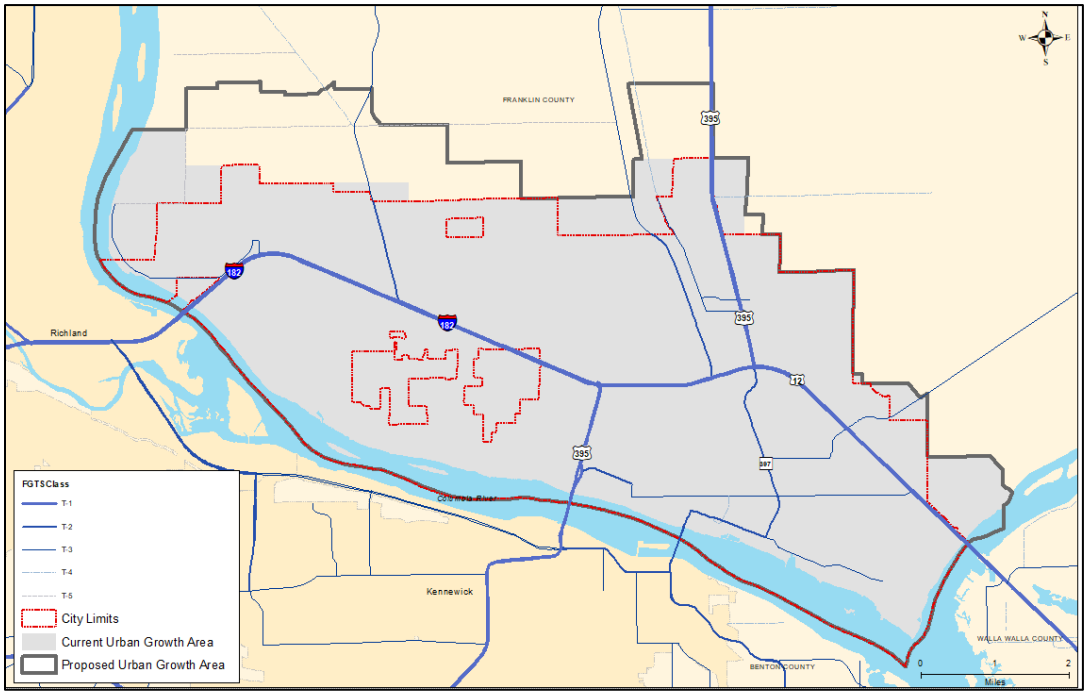
Route	Beginning Mile Post	Beginning	Ending Mile Post	Ending	Route Miles
I-182	6.04	Benton Co. Line at Columbia Point	15.19	East of Jct. SR 395/ SR 397 at Pasco	9.15
US 395	18.93	Benton Co. Line at Pasco/Kenn Bridge	25.53	Leave Pasco	6.60
US 12	291.67	End I-182 at Pasco	293.21	Leave Pasco	1.54
SR 397	6.26	Benton Co. Line at Pasco/Kenn Bridge	10.25	Jct. I-182/U.S. 395 at Pasco	3.99
Total Route Miles					**21.28**

Freight and Goods Transportation

The movement of freights and goods plays an important role in the transportation system of the City and the regional economy. There are over 60 trucking firms licensed in Pasco, and while they are primarily located along industrial corridors, they have a significant impact on the overall transportation system.

The Washington State Department of Transportation (WSDOT) has developed a classification system for the statewide Freight and Goods Transportation System (FGTS). This is a classification system for roadways, railways and waterways based on freight tonnage (Figure T-9).

Figure T-9. WSDOT FGTS Map



In addition to the Freight and Goods Transportation System, the City of Pasco also establishes truck routes in the Municipal Code (PMC 10.80.040). Truck traffic and vehicles with a gross weight of 14,000 pounds or more are restricted to the streets identified in the transportation maps in Appendix A.

Traffic Volumes

The number of people traveling on our roadways is important in understanding how our community is using the transportation system. Tracking the volumes and the modes in which people are traveling can help with the maintenance of system in future years and identify which corridors are operating at capacity. Volumes for city and state transportation facilities are found in Table T-5.

Table T-5. Annual Average Daily Traffic (AADT) Comparison

Historical Average Daily Traffic Volume Comparisons						
Roadway	**Location**	**2006**	**2010**	**2016**	**2018**	**% Change**
North-South Roadways						
Road 68	Argent Rd to I-182	10,883	13,840	17,209	18,498	70%
	Burden Blvd to Sandifur Pkwy	18,976	22,886	18,215	18,837	-1%
	Sandifur Pkwy to North City Limits	8,177	9,883	10,444	11,142	36%
Broadmoor Blvd	Welsh Dr to St. Thomas Dr	6,418	7,576	9,994	9,986	56%
	St. Thomas Dr to I-182	12,789	16,208	21,765	22,163	73%
	I-182 to Sandifur Pkwy	10,472	10,255	21,596	22,434	114%
East-West Roadways						
Sandifur Pkwy	Road 68 to Valdez Rd	--	8,009	12,106	13,609	70%
	Valdez Rd to Outlet Mall	--	9,135	11,507	13,449	47%
	Outlet Mall to Broadmoor Blvd	6,724	9,931	12,208	14,211	111%
Burden Blvd	Road 44 to Road 60	6,457	9,353	7,657	7,614	18%
	Road 60 to Robert Wayne Dr	7,770	11,455	15,233	17,044	119%
	Road 68 Pl to Road 68	11,432	12,847	21,558	23,267	104%
Argent Rd	20th Ave to Road 44	--	9,311	13,165	13,720	47%
	Road 52 to Road 68	3,548	4,969	6,211	6,316	78%
	Road 68 to Road 84	4,404	7,442	8,379	8,857	101%

Notes:
Benton-Franklin Council of Governments Regional Traffic Count Program
--: not applicable

The most traveled roadway in Pasco is Burden Boulevard, just east of Road 68, with a total mid-week average of over 23,000 vehicles. Broadmoor Boulevard, just north of Interstate I-182, experiences the second highest amount (22,434).

WSDOT publishes truck traffic volumes on the state highway system (estimated, not actual counts) in their Annual Traffic Reports. The data includes truck percentages of Annual Average Daily Traffic (AADT). Table T-6 shows estimated truck volumes, at

selected sites in Pasco, on the state highway system between 2010 and 2016. The data shows substantial increases in estimated truck volumes in the primary corridors.

Table T-6. Average Daily Truck Traffic

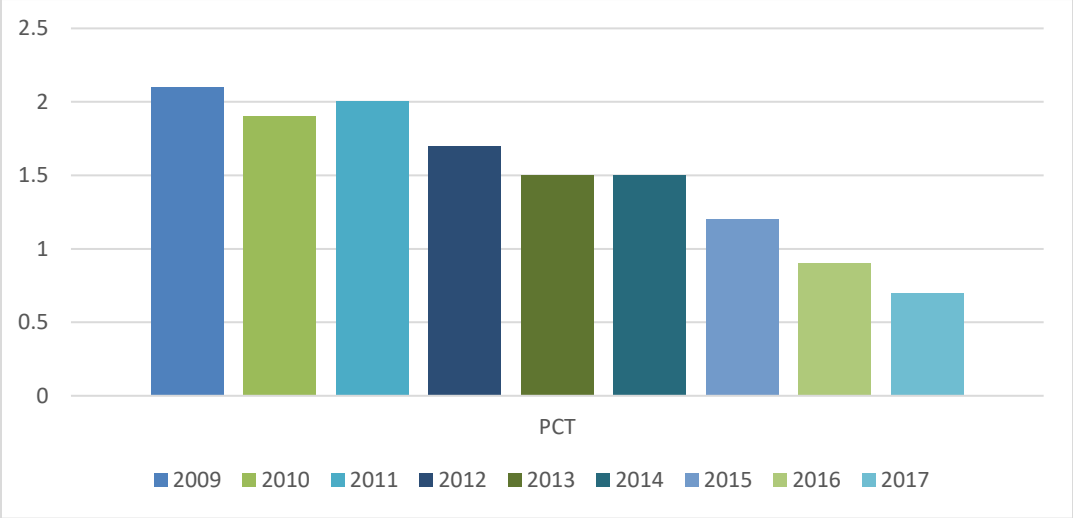
Average Daily Highway Truck Traffic - 2010 to 2016					
State Route	**Location**	**2010 Trucks**	**2012 Trucks**	**2014 Trucks**	**2016 Trucks**
182	At Columbia River Bridge	3,342	3,356	3,568	3,867
395	After ramp SR 240	4,567	4,571	4,825	5,125
	S/O Vineyard Dr.	3,151	3,190	3,375	3,656

Active Transportation (Non-Motorized)

Active transportation is an umbrella term that refers to any non-motorized transportation mode, for example, walking, biking, skateboarding, or using a wheelchair. Understanding the locations where community members travel when not in a vehicle is important in ensuring that the mobility needs of residents are met. The following section provides information on city bikeways, pathways, and sidewalk networks.

Similar to the decrease in public transportation ridership, data from the American Community Survey shows that there has been a slight decrease in non-motorized mode travel to work. In 2017, 0.7% of all trips to work were made by foot or bicycle, compared to 2.1% in 2009 (Figure T-10).

Figure T-10. Journey to Work (Bike/Walk)



Sidewalks

Walking may be the most important mode of transportation within the community. All other modes of travel begin and end with people walking. A well-connected community also includes safe access to sidewalks from our residential neighborhoods and along our major travel corridors.

Sidewalks are required in all residential neighborhoods within city limits. In areas with higher movements of people, sidewalks are required to provide adequate widths. For example, Downtown Pasco has wider sidewalks, allowing residents and customers to walk and enjoy a safer pathway as they shop downtown.

In total, the City of Pasco maintains over 360 miles of sidewalks. In 2019, the City Council adopted Ordinance 4454, requiring adequate street improvements, including sidewalks in all residential zoning districts.

Trails

There are over 35 miles of walking trails in the Pasco area including both separated asphalt paths and City sidewalks. They consist of a 6.4 mile Sacajawea Heritage Trail, a one-mile trail around the Road 68 softball complex, a 6.2-mile trail along the north side of I-182, a .80-mile trail along the south side of Burden Boulevard, and a 2.2-mile trail at the cross-country course off Road 36.

The Parks, Recreation, and Forestry Plan also includes a proposed trail along the FCID irrigation canal right-of-way. This right-of-way is located midway between the Columbia River and the north City limits and extends east to west for over five miles. When the canal is fully enclosed in a pipe, the 50- to 100-foot-wide right-of-way has ample room for pedestrian paths, bike paths, jogging paths, and equestrian trails. The canal right-of-way would allow development of pathways, with few conflicts with motorized facilities. The first two miles of the canal, from Road 111 and Court Street to Road 88, is enclosed.

Sacajawea Trail

The City of Pasco participated with the Cities of Kennewick and Richland, Benton and Franklin Counties, the Ports of Benton, Kennewick, and Pasco, as well as the Tri-Cities Visitor and Convention Bureau, to develop the Sacagawea Heritage Trail Master Plan. The purpose or vision of the Sacagawea Heritage Trail Plan is to implement and maintain a multi-purpose recreation and transportation trail that engages trail users; interprets cultural, historic, and natural elements; and enhances the Columbia River and its shoreline within the community. This trail is approximately 14 miles long.

Level of Service

Levels of service (LOS) are qualitative measures established for various types of roadways using factors such as speed, freedom to maneuver, interruptions in the traffic flow, and convenience. LOS ranges from A to F and are defined by the Transportation Research Board. Table T-7 identifies the LOS and their definitions.

Table T-7. Level of Service (LOS)

Category	Definition
LOS A	Describes a condition of free flow with low volumes and higher speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal
LOS B	Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions
LOS C	In the range of stable flow but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream and maneuvering within the traffic stream requires substantial vigilance on the part of the driver. The general level of comfort and convenience declines noticeably at this level

Category	Definition
LOS D	Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level
LOS E	Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns
LOS F	Describes forced flow operation at very low speeds and long delays. Volumes exceed theoretical capacity. Vehicles may progress at reasonable speeds for several hundred feet or more, and then be required to stop in a cyclic fashion. Operations within a queue are characterized by stop and go waves and are extremely unstable

The Benton-Franklin Council of Governments is required by the Washington Growth Management Act to identify LOS standards. In Transition2040, BFCOG adopted uniform urban and rural standards for the two-county region (Table T-8).

Table T-8. BFCOG LOS Standards

Population	Level of Service
> 5,000	LOS D
< 5,000	LOC C

The City of Pasco has adopted LOS standards for various streets as indicated in Table 9 below:

Table T-9. City of Pasco LOS Standards

Functional Classification	Level of Service
Local Streets	LOS C
Arterials and Collectors	LOS D

Transportation Concurrency

The Washington State GMA (RCW 36.70A.070) requires cities to "adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standard adopted in the Transportation Element of the Comprehensive Plan, unless transportation

improvements or strategies to accommodate the impacts of development are made concurrent with the development."

The GMA further specifies that "concurrent with the development" means that improvements or strategies are in place at the time of development, or that financial commitment is in place to complete the improvements or strategies within six years.

To address the concurrency requirements, the City adopted Ordinance No. 3821, establishing concurrency procedures for transportation facilities in conjunction with new development. These procedures are located in PMC 12.36.

Deficiencies and Improvements

The City meets its transportation concurrency requirements by identifying deficiencies based on the LOS standards established in Table T-9 and addressing deficiencies through short and long-term improvements. The City plans to provide adequate transportation facilities within its growth areas as growth occurs according to the GMA. The Pasco Capital Improvement Program is updated annually to meet the needs of growth.

For the purposes of this Comprehensive Plan, five primary sources are used to evaluate the transportation system and identify deficiencies and short-range and long-range improvements to address deficiencies:

- Evaluation of 2018 traffic volumes and historic trends
- 2020–2025 Transportation Improvement Program
- 2015–2020 Capital Improvement Program
- Broadmoor Area Environmental Impact Statement Traffic Impact Analysis
- Evaluation of the BFCOG Regional Traffic Model

The following maps have been produced to help in this evaluation and are included in Appendix A. Mapfolio:

- Existing Functionally Classified Transportation Network
- Existing Intersection Control
- Existing Number of Lanes
- Existing Average Daily Traffic Volumes
- Existing PM Peak Hour Traffic Volumes
- Existing Volume to Capacity Ratio
- Existing Intersection Control Evaluation

- Future 2038 Street Functionally Classification System
- Future 2038 PM Peak Period Traffic Volumes
- Future 2038 Volume to Capacity Ratio
- Future 2038 Intersection Control Evaluation
- Transportation Improvements

Short-Term Improvements

Traffic volumes collected by the Benton Franklin Council of Governments in 2018 were reviewed and evaluated at a planning level for both roadway segments and intersection LOS to identify potential areas of concern that may not meet City standards. These volumes represent the vast majority of functionally classified roadway segments and intersections of functionally classified roads. In cases where 2018 volumes were unavailable, 2016 volumes, or volumes representing 2015 existing conditions from the Regional Travel Demand Model were used. Capacities from the regional model were also used for each roadway. The resulting roadway network volume to capacity ratios are included in Appendix A. Intersection approach volumes were also examined and evaluated for two conditions: 1) whether stop control is adequate when comparing major street and minor street traffic volumes, comparing to a Highway Capacity Manual (Intersection Control Type and Peak-Hour Volumes); and 2) for signalized intersections, entering volumes are compared with entering capacity with an intersection adjustment factor to account for the fact that two roadways must share the pavement within the intersection.

The City of Pasco annually prepares and updates a Six-Year Transportation Improvement Program (TIP) that is designed to maintain the transportation network and address known deficiencies and issues. Studies for various issues are often identified in the TIP in order to determine appropriate solutions for known concerns.

The results of the analysis described above are compared with the current Transportation Improvement Program (TIP) and it was found that each deficiency was addressed by a project in the TIP (Table T-10).

In 2018, the Pasco City Council approved the budget considerations for the development of the city's first Transportation System Master Plan (TSMP). The TSMP will be an extensive technical and policy-oriented document that will evaluate the existing transportation system and identify the most important improvements that will service the community in the future. The TSMP is a more refined evaluation than what is prepared for the Comprehensive Plan.

Table T-10. Short Range Transportation Improvements

Project Title	Project Description	Funding Source	Total Cost ($)
Lewis Street Overpass	Construct a new railroad overpass between 2nd Ave and Oregon Ave to replace the existing deteriorating underpass	Connecting Washington, Arterial Street Fund, Street Overlay Fund, I-182 Corridor Impact Fund, REET, Water Utility, Stormwater Utility, TIB, Fed STBG	$32,016,000
Lewis Street Corridor Improvements	Tie Lewis Street Overpass into other downtown improvements for safety and Pedestrian/Bicycle accessibility	CDBG Grant, REET, Stormwater Utility	$1,625,000
Road 68/Burden Blvd Intersection Improvements	Channelization improvements to reduce queueing on westbound approach and access to I-182	Arterial Street Fund, Fed STBG	$260,000
Wrigley Drive Extension	Extend from Clemente Lane to Convention Drive	Fed STBG, Arterial Street Fund, Water Utility Fund, Irrigation Utility Fund, Sewer Utility Fund	$310,000
Road 68 Widening South of I-182	Widen from Argent Road to I-182 to 5 lanes and sidewalks	Fed STBG, Arterial Street Fund	$307,628
Argent Road Improvements - Phase 1	Widen from 20th Ave to Varney/Saraceno to 5 lanes, with intersection improvements	Private, Arterial Street Fund	$2,015,000
Argent Road Improvements - Phase 2	Widen from Varney/Saraceno to Road 36 to 5 lanes, with intersection improvements	Private, Arterial Street Fund	$3,715,000
Burns Road Pedestrian/Bicycle Pathway Phase 1	12-foot-wide Pedestrian/ Bicycle pathway from Road 100 to Road 90	REET, Safe Routes to School	$120,000
Burns Road Pedestrian/Bicycle Pathway Phase 2	12-foot-wide Pedestrian/ Bicycle pathway from Road 90 to Road 84	REET, Safe Routes to School	$71,000

Project Title	Project Description	Funding Source	Total Cost ($)
Burns Road Pedestrian/Bicycle Pathway Phase 3	12-foot-wide Pedestrian/ Bicycle pathway from Road 84 to Road 68	REET, Safe Routes to School	$102,000
Pedestrian/Bicycle Access Road 100 Interchange	Pedestrian/Bicycle facilities on Road 100 from St Thomas Dr to Harris Road	I-182 Corridor Impact Fund, Arterial Street Fund, State grant	$2,320,000
Pedestrian/Bicycle Access Road 68 Interchange	Pedestrian/Bicycle facility on Road 68 from Chapel Hill Blvd to Burden Blvd	I-182 Corridor Impact Fund, State grant	$1,100,000
Sacajawea Heritage Trail Levee	Lower the levee and install pathways for pedestrians from Road 52 to Road 72	REET, state grant	$4,731,000
Sandifur Pkwy Widening	Widen from Road 60 to Road 52	Street Overlay Fund, Arterial Street Fund	$425,000
Court Street/ Road 68 Intersection Improvements	Improve safety, intersection control, and capacity	Arterial Street Fund, I-182 Corridor Impact Fund, State	$860,000
Study Road 44/Argent Road intersection	Study Road 44/Argent Road intersection	I-182 Corridor Impact Fund, State grant	$65,000
Traffic Analysis for I-182/US 395 Interchange	Traffic Analysis for I-182/ US 395 Interchange	I-182 Corridor Impact Fund, State grant	$265,000
Traffic Analysis for US 12/Tank Farm Road	Traffic Analysis for US 12/Tank Farm Road	I-182 Corridor Impact Fund, State grant	$250,000
FCID Canal Pedestrian/ Bicycle Pathway Study	FCID Canal Pedestrian/ Bicycle/Pathway Study	REET, state grant	$870,000
Sandifur Pkwy Extension Phase 1	From Road 100 west ~2,800 feet and modify current Harris Road connection	Developer, Arterial Street Fund	$1,650,000
James Street Improvements	Improve safety and pedestrian features and consolidate accesses	LID	$483,000
		Total	**$53,560,628**

Future Functionally Classified Network

Growth in the City of Pasco is anticipated in several undeveloped areas, including existing county islands south of I-182, as well as areas within the existing UGA north of I-182, and areas in the proposed UGA Expansion further to the north. The City of Pasco

has planned a roadway network to serve these developing areas and many of the improvements are anticipated to be paid for by private development.

The future functionally classified street system of roadways anticipated to serve the City of Pasco is shown in Appendix A and is the network towards which the City is working to provide in order to serve development. It includes the following mileages of the various types of roads:

- Interstate (18.92 miles)
- Other freeway/expressway (17.99 miles)
- Principal Arterials (33.3 miles)
- Minor Arterials (31.29 miles)
- Collectors (38.23 miles)
- Local (residential) streets (234.8 miles, existing, future is yet to be determined)

Roadway System Deficiencies

The GMA requires that communities forecast anticipated growth in traffic volumes for at least a 10-year horizon period, based on the adopted land use plan, to provide information on the needs of future growth.

To assist with identifying future conditions, the BFCOG develops and maintains the regional travel demand model. The model is a strategic planning tool that includes population and employment forecasts, identifies transportation projects, and models future conditions across the region. The outcome is a regional model that is adopted by the BFCOG Board, of which the City of Pasco is a member.

The City of Pasco submitted to BFCOG updated population and employment forecasts, by Transportation Analysis Zones, that reflect the expanded UGA and land uses associated with the Comprehensive Plan. An updated traffic volume forecast, using the regional travel demand model, was prepared but was not represented in the current Regional Transportation Plan: Transition2040. This effort ensures that the Land Use Element and the Transportation Element are consistent for the purposes of this Comprehensive Plan. The results of this refined regional model provide insights and better understanding as to how the transportation network will function with the increase in population and employment. The regional model forecasts a two-hour peak traffic volume.

A similar analysis to that of existing conditions was performed using the traffic volume forecasts to evaluate both roadway segments and intersections to determine where capacity needs are anticipated, based on the land uses built into the regional model. In addition to the network that will be needed to serve future undeveloped areas of the City in the expanded UGA, there are potential roadway capacity enhancements that will be needed to serve forecasted travel volumes on Road 68, Road 100, Broadmoor Boulevard, Court Street, Road 44, and Road 36. There are also approximately

50 intersections that are identified for capacity improvements. These range from construction of exclusive turn lanes, traffic signals or roundabouts, or reconstruction of an existing traffic signal to include additional lanes through an intersection.

The Future 2038 Volume to Capacity Ratio Map (Appendix A) identifies that several roadway corridors will experience increased travel congestion. The most notable are the I-182 interchanges at Road 100/Broadmoor Boulevard and Road 68. The US 395/I-182 interchange will also experience added levels of congestion.

The City of Pasco has been involved with discussions with WSDOT to evaluate the I-182 interchanges to identify appropriate solutions. These solutions will likely need to address congestion at each of the ramp terminals as well as capacity over I-182 itself.

The detection of forecasted congestion after discussion with WSDOT and other regional stakeholders (BFCOG) significantly influenced the land use assumptions of the Comprehensive Plan. Revised land uses now include higher housing densities and additional employment and commercial uses, the result of which has reduced the per capita demand on these two interchanges and I-182 over the Columbia, and similarly US 395 over the Columbia River.

The City of Pasco is committed to additional demand management activities, discussed elsewhere in this Comprehensive Plan, to preserve and protect the investments in these major facilities.

The Comprehensive Plan will require improvement projects for both the short-range as well as the long-range horizons to address LOS deficiencies and to serve the growing population. Additional improvements will also be needed as part of the Plan's proactive strategy to encourage economic development. Projects also may be needed to address safety or maintenance needs. Table T-11 shows the preliminary recommended improvements to address LOS deficiencies, as well as projects anticipated to be constructed to provide the future functionally classified network (Appendix A). Potential funding sources are listed in Table T-11 as well, although being a long-range forecast, these funding sources are not yet fixed or secured.

Long-Term Improvements

This section will discuss the future transportation network to serve the anticipated growth within the City. As mentioned on page 106, Pasco's upcoming Transportation System Master Plan will included additional data and analysis addressing intersection movements and travel forecasts that may identify additional projects and insight of the recommendations of this planning level analysis such that some may alter the projects listed in Table T-11 (below).

Table T-11. Long Range Transportation Improvements

Project Title	Project Description	Funding Source	Total Cost ($)
Pedestrian/Bicycle Access Sylvester St Overpass	Pedestrian/Bicycle facility on Sylvester St from 32nd Ave to 28th Ave	I-182 Corridor Impact Fund, State grant	$1,500,000
Road 100 widening	Widen from Court St to Chapel Hill Blvd	Arterial Street Fund, I-182 Corridor Impact Fund, State	$4,125,000
Crescent Rd	Construct a new Road in the Crescent Road Right-of-Way to connect Road 108 and Chapel Hill Blvd	Developer, Arterial Street Fund	$400,000
Sandifur Pkwy Extension - Phase 2	From 2,800 feet west of Road 100 to Dent Rd	Developer, Arterial Street Fund	$1,650,000
Road 76 Overpass	Extend Road 76 from Chapel Hill Blvd to Burden Blvd over I-182	I-182 Corridor Impact Fund, Arterial Street Fund, Connecting Washington successor program	$30,000,000
Broadmoor Blvd Widening	5-lane cross section; two NB lanes; two SB lanes, two-way left-turn lane from the I-182 WB Ramps to approximately halfway between Burns Rd and Dent Rd and signalize intersection at Broadmoor Blvd	Arterial Street Fund, I-182 Corridor Impact Fund, Developer	$3,654,000
Future East-West Connection (Deseret Drive Alignment)	Located mid-way between Dent Rd/Broadmoor Blvd and Burns Rd/Dent Rd	Developer	$2,755,000
Sandifur Pkwy Extension	5-lane minor arterial extending west from 5600 ft west of Broadmoor Blvd	Developer	$3,538,000

Project Title	Project Description	Funding Source	Total Cost ($)
Broadmoor Blvd/ Dent Rd Traffic Signal	Install traffic signal and widen each approach for dedicated left turn lanes	Arterial Street Fund, I-182 Corridor Impact Fund, Developer	$350,000
Broadmoor Blvd/ Burns Rd Traffic Signal	Install traffic signal and widen each approach for dedicated left turn lanes and dedicated EB right turn lane	Arterial Street Fund, I-182 Corridor Impact Fund, Developer	$350,000
Sandifur Parkway/ Broadmoor Blvd intersection improvements	Add dual NB left turn lanes; dual SB left turn lanes; dual EB right turn lanes	Arterial Street Fund, I-182 Corridor Impact Fund, Developer	$700,000
Broadmoor Blvd/new east-west connector traffic signal	New signal serving approximately mid-way between Dent Rd and Burns Rd at new east-west connector	I-182 Corridor Impact Fund, Developer	$350,000
Broadmoor Blvd Widening	Capacity improvements from Deseret Drive to UGA	Arterial Street Fund, I-182 Corridor Impact Fund, Developer	$2,535,000
Burns Rd	Capacity improvements; Broadmoor to Road 44 N	Arterial Street Fund, I-182 Corridor Impact Fund, Developer, Fed STBG grant	$13,804,000
Future Connection: Deseret Dr	Capacity improvements; Broadmoor to Road 44 N	Developer	$8,137,000
Capacity Improvements; Clark/Dent	Capacity Improvements and widening; Dent Rd to Road 52	Arterial Street Fund, I-182	$8,019,000

Project Title	Project Description	Funding Source	Total Cost ($)
		Corridor Impact Fund, Developer	
Road 52	Capacity improvements; Burns Rd north to UGA	Developer	$1,391,000
Road 60	Capacity improvements; Burns Rd north to UGA	Developer	$2,781,000
Convention Drive	Capacity improvements; Burns Rd north to UGA	Developer	$2,781,000
Road 68	Capacity Improvements/widening; Sandifur Parkway to Clark Rd	I-182 Corridor Impact Fund, Developer	$5,736,000
Road 84	Capacity Improvements/widening; Burns Rd to UGA	Developer	$3,734,000
Road 90	Capacity Improvements/widening; Burns Rd to UGA	Developer	$3,966,000
Future Connection; Approx 2,600 ft west of Broadmoor Blvd	Harris Rd to Dent Rd	Developer	$5,408,000
Dent Rd	New road Harris Rd to Burns Rd, Capacity Improvements; Burns Rd to UGA	Developer	$5,046,000
Hillsboro Rd Extension	New road from east of King Ave to UGA	Developer	$2,730,000
Wernett Rd Extension	New road from Rd 76 to Road 84	Arterial Street Fund, Water Utility Fund, Sewer Utility Fund	$1,365,000
Road 100/Argent Rd	Install Traffic Signal	Arterial Street Fund, I-182 Corridor Impact Fund	$250,000
Lewis St/Heritage Ave	Install Traffic Signal	Arterial Street Fund	$220,000

Project Title	Project Description	Funding Source	Total Cost ($)
Sandifur Pkwy: Convention to Rd 68	Widen to 5 lanes	Arterial Street Fund, I-182 Corridor Impact Fund	$335,000
Burden Blvd/Road 60	Install Traffic Signal	Arterial Street Fund, I-182 Corridor Impact Fund	$30,000
Road 44/Burden Blvd	Install Traffic Signal	Arterial Street Fund, I-182 Corridor Impact Fund	$190,000
Heritage Ave/A St	Install Traffic Signal	Arterial Street Fund	$220,000
Madison Ave/ Burden Blvd	Install Traffic Signal	Arterial Street Fund	$190,000
Road 44/Argent Rd	Install Traffic Signal	Arterial Street Fund, I-182 Corridor Impact Fund, State	$250,000
Harris Rd Realignment	Broadmoor to Sandifur Pkwy	Developer, Arterial Street Fund, I-182 Corridor Impact Fund	$267,250
Dent Rd/Road 68, Columbia River Rd/ Taylor Flats Rd/ Clark Rd Intersection Improvements	Re-design/construct intersection for all 5-legs	Arterial Street Fund, I-182 Corridor Impact Fund, Developer, State	$1,000,000
Sandifur Pkwy/ Road 76	Intersection Improvements	Arterial Street Fund, I-182 Corridor	$350,000

Project Title	Project Description	Funding Source	Total Cost ($)
		Impact Fund, State	
Burns Rd/Road 68	Intersection Improvements	Arterial Street Fund, I-182 Corridor Impact Fund, State	$350,000
Sanidfur Pkwy/ Road 68	Intersection Improvements	Arterial Street Fund, I-182 Corridor Impact Fund, State	$700,000
Chapel Hill Blvd/ Road 68	Intersection Improvements	Arterial Street Fund, I-182 Corridor Impact Fund, State	$700,000
Argent Rd/Road 68	Intersection Improvements	Arterial Street Fund, I-182 Corridor Impact Fund, State	$700,000
Wernett Rd/Road 68	Intersection Improvements	Arterial Street Fund, I-182 Corridor Impact Fund, State	$350,000
Court St/Road 60	Intersection Improvements	Arterial Street Fund, State	$350,000
Argent Rd/Road 52	Intersection Improvements	Arterial Street Fund, State	$350,000
Court St/Road 52	Intersection Improvements	Arterial Street Fund, State	$350,000
Sylvester St/Road 28	Intersection Improvements	Arterial Street Fund, State	$700,000

Project Title	Project Description	Funding Source	Total Cost ($)
20th Ave/A St	Intersection Improvements	Arterial Street Fund, State	$300,000
10th Ave/Sylvester St	Intersection Improvements	Arterial Street Fund, State	$50,000
10th Ave/A St	Intersection Improvements	Arterial Street Fund, State	$700,000
10th Ave/ Ainsworth St	Intersection Improvements	Arterial Street Fund, State	$700,000
4th Ave/Ainsworth St	Intersection Improvements	Arterial Street Fund, State	$350,000
Cedar Ave/Lewis St	Intersection Improvements	Arterial Street Fund, State	$350,000
Road 68 Court St to Argent Rd	Capacity Improvements	Arterial Street Fund, I-182 Corridor Impact Fund, State	$1,158,000
Court St Rd 84 to Road 68	Capacity Improvements	Arterial Street Fund, Street Overlay Fund, Water Utility Fund, Sewer Utility Fund	$2,841,000
Road 44 Argent Rd to Madison Ave	Capacity Improvements	Arterial Street Fund, I-182 Corridor Impact Fund, State	$852,000
Road 36 Argent Rd to Desert Plateau Drive	Capacity Improvements	Arterial Street Fund, I-182 Corridor Impact Fund, State	$1,748,000

Project Title	Project Description	Funding Source	Total Cost ($)
I-182/Road 68 Interchange Improvements	Interchange Reconstruction, improve on and off-capacity for EB and WB traffic, widen bridge structure.	Connecting Washington successor program, Arterial Street Fund, Street Overlay Fund, I-182 Corridor Impact Fund, REET, TIB, Fed STBG	$40,000,000
I-182/Broadmoor Blvd Interchange Improvements	Interchange Reconstruction, improve on and off-capacity for EB and WB traffic, widen bridge structure.	Connecting Washington successor program, Arterial Street Fund, Street Overlay Fund, I-182 Corridor Impact Fund, REET, TIB, Fed STBG	$40,000,000
Court St/Rd 36	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$700,000
20th Ave/I-182 eastbound ramps	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$700,000
20th Ave/I-182 westbound ramps	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$700,000
20th Ave/Argent Rd	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$700,000
4th Ave/I-182 Westbound ramps	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$700,000
4th Ave/3rd Ave	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$700,000

Project Title	Project Description	Funding Source	Total Cost ($)
Court Street/Harris Road	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$350,000
Court Street/Crescent Road	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$350,000
Court Street/Road 100	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$350,000
Court Street/Rd 84	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$350,000
Burns Rd/Convention Drive	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$350,000
Sandifur/Convention Drive	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$350,000
Sandifur/Road 60	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$350,000
Wernett Rd/ Road 52	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$350,000
Sylvester Street/ Road 36	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$350,000
Lewis Street/ 14th Ave	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$350,000
Lewis Street/1st Ave	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$350,000
Broadway Street/ Oregon Ave	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$350,000
Ainsworth Street/ Oregon Ave	Signalized intersection / capacity improvements	Developer, Arterial Street Fund	$350,000
		Total	**$222,452,250**

Bicycle and Pedestrian Facilities

In 2016, the Benton-Franklin Council of Governments adopted the Regional Active Transportation Plan. The plan addresses existing conditions for non-motorized travel in the region and identifies projects, plans, and policies for implementation.

Specific issues for Pasco ranged from maintenance of existing facilities and locations, as well as barriers such as gaps in the network and freeway barriers. While the Lewis Street Overpass project will replace a dilapidated bridge and roadway, the new crossing will include additional space for bicycles and pedestrian users that will significantly improvement access between East Pasco and Downtown.

The Short-Range Transportation Improvements (Table T-10) includes improvements on Argent Road that will provide safety enhancements adjacent to the PSC and Columbia Basin College. A new pedestrian and bicycle pathway is identified on Burns Road, on the northern edge of the current Pasco City Limits. A variety of other considerations are also included in the Short- and Long-Range Transportation Improvements tables to ensure there is adequate opportunity for all users of the transportation system to travel where they need to.

Air and Rail Service

As identified earlier in the chapter, the PSC has experienced positive growth in ridership levels and that trend will only increase as Pasco and the region grows. Recently, the airport announced new daily flights to Los Angeles, California, and Chicago, Illinois, further pointing towards the success of airport operations and passenger demands. The Pasco Airport Master Plan calls for a runway extension to the northwest in order to accommodate faster larger aircraft. This runway extension will cause the Runway Protection Zone (RPZ) to be extended further to the northwest.

The Federal Aviation Administration (FAA) in recent years has taken significant interest in development within Runway Protection Zones, and the City of Pasco has worked cooperatively with the Port to update the Airport Overlay Zone to protect the airport and create appropriate land uses surrounding the airport.

Demand for freight and passenger rail facilities could increase, depending on the type of new commercial and industrial development the Plan's economic strategy attracts. The City of Pasco serves as a significant hub of rail activity. As needs expand, there appears to be ample space in which the rail yard can expand to serve the needs.

Recommendations

Improvement Projects

The Comprehensive Plan will require improvement projects for both planning periods to address level of service deficiencies. Additional improvements will be needed as part of the Plan's proactive strategy to encourage economic development. Projects also may be needed to address safety or maintenance needs.

Some projects will be the City's responsibility; others will be the responsibility of WSDOT, and in many cases, developers will be required to construct improvements associated with proposed subdivisions or other developments.

Finance

The City of Pasco receives funding for transportation projects from a variety of sources, including, but not limited to the following:

- Impact fees
- City General Fund
- Arterial and Urban Street Funds
- Capital Improvement Fund
- Transportation Improvement Board
- Highway Safety Program
- Federal Surface Transportation Program

Pasco's Capital Improvement Program (CIP) is updated each year and helps the City to be flexible by reassessing projects, timelines, and phasing due to changing conditions and needs within the community. Seven guiding areas of concern in the CIP are reviewed when selecting projects to be included:

- Public Safety
- Public Health
- Legal Requirement
- Related Projects
- Consistency with the Comprehensive Plan
- Net Impact on Future Operating Budgets
- Other

Future Street Classification System

The Future 2038 Street Functional Classification System Map (Appendix A) displays the major street plans for the UGA, and shall be considered during new development to ensure compatibility.

Non-City Utilities Element

RCW 36.70A.070

Introduction

Consideration of utility needs is a mandated requirement of the GMA. In general terms, the City is required to address the location, proposed location, and capacity of all existing utilities within the planning area defined by the UGA. This element only discusses non-City-owned utilities. City-owned and operated utilities are covered in the Capital Facilities Element chapter.

The responsibility for planning for private utilities rests with the utility providers. Unlike City utilities that are provided mainly to City residents, non-City operated utilities are not limited to city limit lines for service areas. Consequently, service boundaries for each utility provider will vary in size.

Some utilities are regulated by the Washington Utilities and Transportation Commission (WUTC). The WUTC is a three-member board which regulates rates, services, and practices of privately-owned utilities and transportation companies, including electric, telecommunications, natural gas, water, and solid waste collection companies. State law regulates the rates, charges, services, facilities, and practices of these utilities. Any changes in policy regarding these aspects of utility provision within Pasco require WUTC approval.

Utility Providers

Non-City-owned utilities include those utilities—whether owned privately or publicly—that provide services. Non-City owned utilities serving Pasco are as follows:

- Franklin County PUD
- Big Bend Electrical Cooperative
- Cascade Natural Gas
- Charter
- CenturyLink
- Various wireless telephone providers
- Basin Disposal Incorporated (BDI)
- Franklin County Irrigation District No. 1
- South Columbia Basin Irrigation District

General Relationship

The general relationship between the City and these utilities is one of cooperation in a continuing effort to address the needs of residents with minimum disruption of service. This is largely accomplished in the day-to-day maintenance and construction needs of the City and each utility provider. Notification, by one party to the others, of intended changes in facilities which may affect other parties, is the key activity that promotes the best service for residents.

Electricity

The primary supplier of electrical power to Pasco and the surrounding UGA is the Franklin County Public Utility District (Franklin PUD) with offices located at 1411 West Clark Street. The Big Bend Electrical Cooperative, with an office in Mesa, also provides service to a small portion of northwestern Pasco and the UGA in the vicinity of Broadmoor Boulevard.

The Franklin PUD purchases power from the regional power grid (Bonneville Power Administration) and distributes the power through substations and distribution lines to end users.

The Franklin PUD and Big Bend Electrical Cooperative operate electrical transmission and distribution systems and facilities—within public right-of-way—as well as easements, all in accordance with state law. Electrical power needs in the Pasco UGA are generally served by 10 miles of 115kV transmission lines, 7 substations, and 45 electric feeder lines. Each feeder supplies the needs of a number of defined geographic areas within the community, often referred to as sub regions. The feeders are the basic planning component within the two electrical supply systems. Each feeder supplies the needs of approximately 850 houses.

Electrical consumption (load) is directly related to both local and regional land use development. As local and regional development increases, the demand for electrical power will also increase. With the future growth and anticipated addition of new housing units within the planning horizon, Franklin PUD and Big Bend Electric, together, will need to add about 11 new feeders and one substation over the next 20 years. For more detailed information on power planning needs, refer to Franklin PUD Strategic Plan 2018-2023.

Natural Gas

Cascade Natural Gas corporation provides gas service to the Pasco UGA. Cascade obtains its gas from the Williams interstate line through two reduction and gate stations within the Pasco UGA. The original gate station is located at the northwest corner of Court Street and Road 76. To serve the needs of an expanding community, a second gate station was constructed in 1995 east of the Soccer complex and south of Burden Boulevard. From these two stations, natural gas is conveyed through the Pasco UGA in a distribution system of smaller lines and regulators. Cascade supplies natural

gas to 4,600 residential and 1,022 commercial customers in Pasco. Some of the less densely developed areas of West Pasco do not have gas service.

Natural gas consumption is directly related to both local and regional land use development. As local and regional development increases, the demand for natural gas also increases. Based on current trends and projected population growth, Cascade Natural Gas projects that the system can be expanded to meet community growth needs. Future extensions of the natural gas distribution system will occur on an as-needed basis as development warrants.

Telecommunications

Telecommunications include conventional telephone, cellular phone, and cable television. Interstate and international telecommunication activities are regulated by the Federal Communications Commission (FCC), an independent Federal Government agency.

Conventional Telephone

Telephone service to Pasco is provided by Qwest Communications International, Inc. (Qwest). Qwest facilities within the Pasco UGA include a switching station, trunk lines, and distribution lines. The switching station is located in a building at the corner of 5th Avenue and West Lewis Street. Four main feeder cable routes extend out from the switching station. Connected to these main feeder routes are branch feeder lines. The branch feeders connect with thousands of local loops that provide dial tone to every subscriber. These facilities may be aerial, or buried, and copper, or fiber optic. Local loops can be used for voice or data transmission.

While Qwest is involved with its own planning efforts, much of the system necessary to accommodate future growth will be constructed on an as-needed basis.

Cellular Telephone

Cellular telephone service is provided by broadcasting and receiving radio signals to and from cellular facilities and cellular phone handsets. Cellular telephone service is licensed by the FCC for operation in Metropolitan Services Areas (MSAs) and Rural service Areas (RSAs). The FCC grants several licenses within each service area. Current licensed cellular service providers for the Pasco area include Verizon, Sprint, Cingular, T-Mobile, Qwest, and Nextel.

A number of cellular base stations and antennas are located within the Pasco UGA. These base stations connect cellular phones to the regional network. Cellular antennas must be placed at a height that allows them to broadcast throughout their local area. In Pasco, the antennas are located on the Housing Authority high rise apartment, on the city water tanks, on the Sacajawea Apartments building, on school, college and County property, and on freestanding communication towers.

Expansion of cellular facilities is demand driven. Raising the density of transmission and reception equipment to accommodate additional subscribers follows, rather than

proceeds, increase in local system load. Cellular companies therefore maintain a short response time and a tight planning horizon.

Cable Television

Cable television service is provided in Pasco by Charter Communications, with a central office in Kennewick. Charter Communications currently has a franchise to service Pasco residents. Most residential neighborhoods within the City are currently served by Charter.

The provisions of the franchise agreement between the City and Charter requires that the Charter make service available upon request to any residential property within the current or future boundaries of the City. Under the current terms of the franchise, the Charter would be required to provide service to accommodate the project growth within the Pasco UGA.

Internet Providers

There are over a dozen internet service providers in the Pasco area. These internet companies provide a variety of data networking options for business and personal use. These services include standard dial up service, DSL, broadband, business voice services, web hosting, secure data centers, inter-office networks, and high capacity data transport. Community internet access is available free of charge at the Pasco Library and for students at local schools.

Solid Waste Collection

Solid waste collection services are provided in Pasco through a franchise agreement with Basin Disposal Inc. (BDI). BDI provides automated curbside services to all residential properties. Refuse is collected in the community and taken to the Transfer station on Dietrich Road. The transfer station tip-floor has a capacity of about 1,200 tons per day. BDI delivers approximately 646 tons per day of waste to the transfer station each day. Any waste that is economically recyclable is diverted at this point, and the remainder is placed in specially constructed trailers and transported to the regional landfill in Morrow County, Oregon.

Garbage service in the City is mandatory and is required for all businesses and residential structures. The residential service is often referred to as total service in that homeowners may set additional bags, boxes, or bundles beside their standard garbage can on collection day for pick-up at no additional charge. Garbage pick-up occurs weekly for all residential customers and may occur more than once a week for commercial customers. BDI also provides two coupons a year to residential customers that can be used for free dumping at the transfer station.

BDI, through Basin Recycling, provides recycling services in the community. Newspaper, mixed paper, aluminum, tin, and cardboard are all recycled at Basin recycling. BDI maintains 10 neighborhood recycling centers in convenient locations around the community where residents can recycle glass, newspaper, mixed paper, cardboard, tin cans, and aluminum. There are over 300 cardboard-only drop-box

recycling containers that BDI regularly services for cardboard recycling. In addition, BDI also maintains a paper recycling service that provides weekly wastepaper pick-up at major employment centers such as the City Hall and other City related facilities, and Columbia Basin college.

Through their franchise agreement, BDI must provide solid waste collection service to all households and businesses in Pasco. As the community grows, BDI's service must expand concurrently to accommodate the growth. It is anticipated that BDI will continue to expand solid waste collection and disposal services on an as needed basis.

Franklin County Irrigation District

The Franklin County Irrigation District No.1 (FCID) provides irrigation water to almost 7 square miles of land within the Pasco UGA. Most of the properties within the FCID are located west of Highway 395 and south of the FCID canal. Some properties located between Highway 395 and 22nd Avenue also receive irrigation water from the FCID. The FCID is a municipal corporation formed under the laws of the State of Washington. It is governed by an elected board and managed by an administrative staff. The FCID succeeded the Pasco Reclamation Company that was incorporated in 1909 to bring water from the Snake River west to irrigate more than 10,000 acres of land around Pasco. The original mission of the FCID was to provide irrigation water to farm fields mainly west of Pasco. That is no longer the case. With the expansion of urban growth, and the conversion of farmlands into housing developments in West Pasco, the mission of the district has changed to that of an urban service provider, bringing irrigation water to more and more residential properties.

The FCID main pumping station is located on the Columbia River near the intersection of Court Street and Road 111. The pumping station, with a 450-horsepower pump and a 200-horsepower pump, lifts water from the river to a 60-inch main line that carries the water to an irrigation canal located near Road 88. The canal runs east from Road 88 to a tail water pond on Road 36. Through a series of trunk lines, water is drawn from the canal and distributed throughout West Pasco. The FCID maintains 36 miles of pipeline and 3.35 miles of canal. Long-range plans of the FCID call for the remaining portions of the canal to be replaced by a pressure pipe.

New subdivisions within the FCID service area must install the irrigation lines necessary to connect to the existing system. The FCID has ample water rights to serve future development through and beyond the 20-year planning horizon. All system expansions will occur concurrent with development.

South Columbia Basin Irrigation District

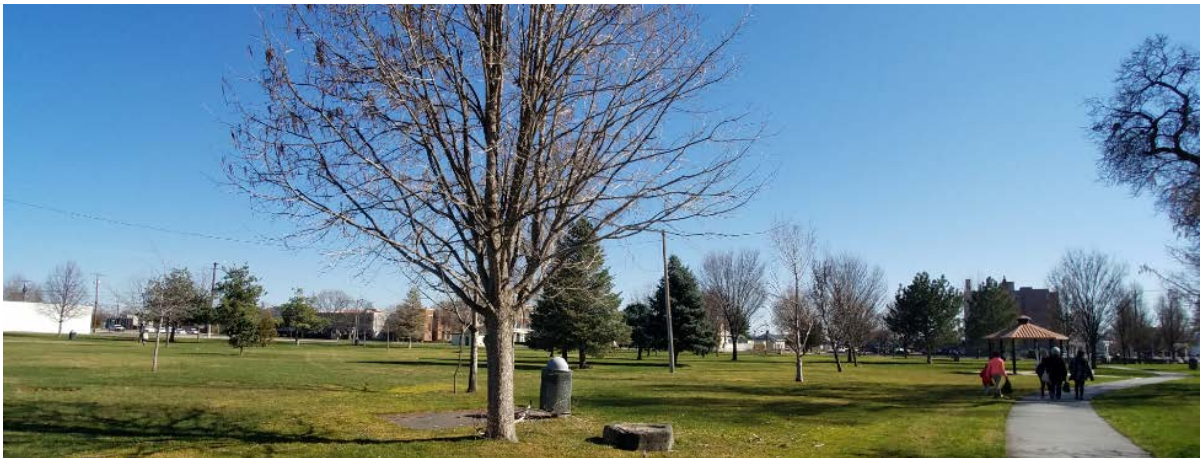
South Columbia Irrigation District provides irrigation water to 230,000 acres of land mainly in Franklin County. Some lands within the Burbank area of Walla Walla County are also served by the District.

The South Columbia Irrigation District offices are located on Hillsboro Street in Pasco; however, the District service area is mainly outside the City limits to the north and

northwest of the northern City limits. The District was established to provide irrigation water to farmland. These lands produce, grain, fruit, vegetables, melons, and oilseeds. The District cannot serve residential development with irrigation water unless the water goes through a conversion process, enabling it to be used for domestic and industrial purposes. The Archer Estates subdivision in the northwest portion of the Pasco UGA is now served by South Columbia Basin Irrigation water.

Parks and Open Space Element

RCW 36.70a. 070(8)



Introduction

The planning goals of the GMA encourage communities to retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities. The purpose of this Element is to fulfill these goals and meet the mandate for required Comprehensive Plan Elements. This Element, in concert with the City of Pasco 2016 Parks, Recreation, and Forestry Plan (Parks Plan), guides the future of park acquisition, development, and management to meet the service needs of the City.

Parks and Recreation Plan

In this discussion, "open space'' is used as generic term for all types of parks, game fields, and trails, and certain vacant lands. The Parks Plan was updated in 2016 and includes an inventory, needs analysis, park goals and policies, and supporting background information.

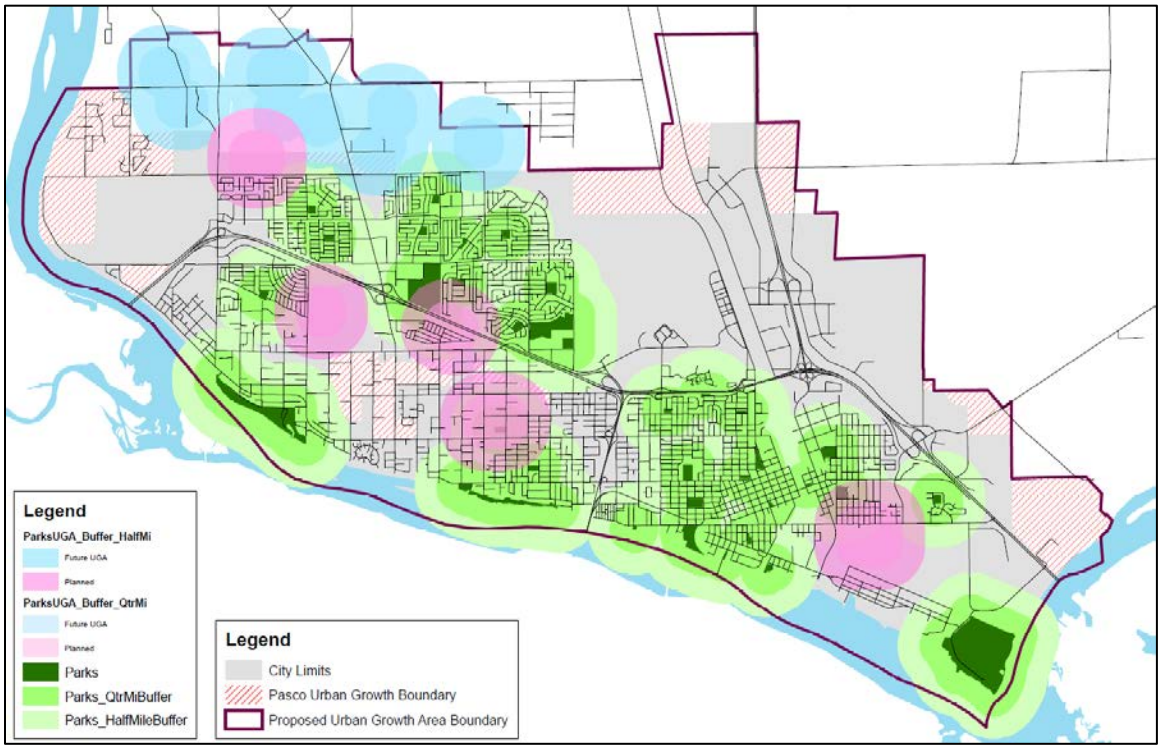
There is a marked difference in the availability of park lands provided in the City from those areas within the unincorporated portion of the UGA—there are no neighborhood or community parks within the unincorporated portion of the UGA. Table PO-1 indicates existing parks and recreational facilities within the City.

Level of Service Factor

The supply of open space lands within the Pasco UGA has expanded with the population growth. Seven new parks have been added to the park system since 2000. The City of Pasco also assumed the management and maintenance of Chiawana Park, after the County did not renew its lease with USACE in 2003. Future park needs, or LOS factors, have been set in the adopted park ratios of the Park Plan. Table PO-2 identifies future park standards and needs through the 20-year planning period. The City is in the process of updating its Parks Plan to modify the levels of service standards for parks.

This Comprehensive Plan recognizes that the current standards for parkland can cause a much higher need of parkland and can cause a larger boundary for the UGA area. In order to optimize the parkland needed in an urban setting within the UGA, the City considers a LOS in terms of distance from the park instead of acres per population standards. A park buffer analysis was performed using GIS as shown in Figure PO- 1, with quarter mile and half mile buffers from existing, planned, and future parks.

Figure PO-1. Parks Service Area Analysis



Parks and Sports Fields

The City of Pasco has a strong neighborhood park system providing park areas within walking distance of most neighborhoods. Neighborhood parks are only one of seven types of park facilities included within the Parks Plan. Parks facilities existing and planned include neighborhood parks, community parks, large urban parks, regional parks, linear parks, trails, and special use facilities.

Neighborhood Parks

Neighborhood parks include playgrounds and parks designed primarily for non-supervised, and non-organized recreation activities. Neighborhood parks are generally small (3 to 7acres) and serve a radius of approximately one-half mile.

Total Neighborhood Park Acreage:	105.00

Community Parks

Community parks are typically designed for organized activities and sports, although individual and family activities are encouraged. Community parks can also provide indoor facilities to meet a wider range of recreation needs. Community parks can double as a neighborhood park, although they serve a much larger area. The service area of a community park is about a one-mile radius.

Total Community Park Acreage:	70.77

Large Urban Parks

Large urban parks, like Chiawana Park, are designed to serve the entire community. They are similar to a community park, but much larger. They provide a wide variety of specialized facilities such as large picnic areas, water related activities, indoor recreation facilities, and sports fields. They require more support facilities such as parking, restrooms, and play areas. Large urban parks usually exceed 50 acres in size.

Total Large Urban Park Acreage:	127.00

Regional Parks

Regional parks are large recreational areas that serve the entire city or region. These parks can be very large and often include one specific use or feature. Sacajawea State Park is the only regional park in Pasco. Columbia Park in Kennewick, Howard Amon Park in Richland, and Hood Park in Walla Walla County are examples of other regional parks in the Tri-City region. These parks offer riverfront and boating facilities as well as passive recreation opportunities and are within a short travel time for Pasco residents.

Total Regional Park Acreage:	284.00

Linear Parks

Linear Parks are land areas that generally follow a drainage corridor, ravine or some other elongated feature such as a power line or railroad right-of-way. This type of park often contains various levels of a trail system, and sometimes includes greenbelts.

Total Linear Park Acreage:	25.00

Special Use Areas

Special use areas include miscellaneous sites that do not fit into any other category of park designation. These areas include specialized single purpose fields, sports complexes, and land occupied by major recreation structures.

Total Special Use Areas Acreage:	277.68

Trails

Pathways and trails are designed to provide walking, bicycling, and other non-motorized means of linking various parts of the community. The trail system includes unpaved foot trails used for walking, hiking, mountain biking, and horseback riding, while paved trails are used for biking, walking, and hiking. The system can consist of both off-street and on-street trail segments. Many of the current off-street segments already exist along the waterfront and Interstate 182.

Total Trails Length (Miles):	19.60

Table PO-1 indicates the inventory of park and recreation facilities in Pasco.

Table PO-1. Park and Recreation Inventory

Parks	Acres
Special Use Areas	
Cable Bridge Park	1.0
City Hall Activity Center	0.5
Dust Devil Stadium/Soccer Complex/Softball Complex	99.0
Library Park	1.0
Martin Luther King Community Center	0.5
Peanuts Park	0.5
Riverview Park	17.0
Road 36 Soccer Fields	10.0
Schlagel Park	3.0
Sun Willows Golf Course	135.18
Volunteer Park7.0	7.0
Wade Park Boat Launch	3.0
Total	**298.68**
Neighborhood Parks	
Capital Park	5.0
Casa Del Sol Park	5.0
Centennial Park	2.0
Chapel Hill Park	5.0
Desert Dunes Park	5.0
Heritage Park	5.0
Highland Park	10.0
Island Park	5.0
Kurtzman Park	7.0
Liberty Park	5.0
Lincoln Park	5.0
Lucas Park	2.0
Mariposa Park	5.0
McGee Park	10.0
Mercier Park	3.0
Richardson Park	5.0
Sunny Meadows	5.0
Sylvester Park 3.0	3.0
Tierra Vida Park	5.0
Vintage Park	8.0
Total	**105**
Community Parks	
Memorial Park 13.0	13.0
County Soccer Park	5.0

Parks	Acres
Cross Country Course Park	52.77
Total	**70.77**
Linear Parks	
Wade Park	25.0
Total	**25.0**
Large Urban Parks	
Chiawana Park	127.0
Total	**127.0**
Regional Parks	
Sacajawea Park (State)	284.0
Total	**284.0**
Trails	**Miles**
FCID-proposed Trail	6.4
Sacajawea Heritage Trail	7.0
I-182 Trail	6.2
Total	**19.6 Miles**

Park Standards and Needs

Table PO-2. Summary of Park Land and Facilities Needs

Park/Facility Type*	Adopted Standard	2018 Inventory	2018 Demand	2018 Need	2038 Demand	2038 Need
Neighborhood Parks	2.00 ac/1,000 pop	110 acres	147	37	244	134
Community Park	2.10 ac/1,000 pop	70 acres	155	85	256	186
Large Urban Parks	2.99 ac/1,000 pop	127 acres	220	93	364	237
Regional Parks	8.93 ac/1,000 pop	284 acres	657	373	1,088	804
Linear Parks	1.56 ac/1,000 pop	25 acres	115	90	190	165
Special Use Areas	5.80 ac/1,000 pop	298 acres	427	129	707	490
Total Parks	23.38 ac/1,000 pop	914 acres	1,721	807	2,848	2,016
Youth Baseball	1 field/2,900	10 fields	25	15	42	32

Fields	pop					
Adult Softball Fields	1 field/3,000 pop	9 fields	24	15	41	32
Soccer Fields	1 field/2,000 pop	30 fields	36	6	61	31
Tennis Courts	1 court/1,500 pop	29 courts	48	19	81	52
Trails	0.50 miles/1,000 pop	19 miles	36	17	61	42

Notes:
*This table is based on the 2018 OFM population estimate of 73,590 and the OFM projection of 121,828 for 2038.

Future Plans

The Parks, Recreation, and Forestry Plan is scheduled to be updated in 2021 to address current and future parks and recreational needs. The adopted standards (LOS) do not take into consideration the benefit school playgrounds provide in fulfilling park and open space needs. Depending on where various types of parks are located there could be an overlap in use that is also not reflected in the standards. A community park could also fulfill neighborhood park needs for residential subdivision adjacent to community parks. Likewise, a large urban park may double as a community park, limiting the need for acquiring additional park lands.

When the Parks, Recreation, and Forestry Plan is updated in 2021, additional refinement of the standards should be considered. For the purposes of the Comprehensive Plan update it will be assumed there will be overlapping use of various parks to satisfy the LOS. Also, the park buffer analysis, as discussed under the LOS, considers about 113 acres of additional park land (Table PO-3). Approximately 75 acres of this additional land are already planned in the City limits, and approximately 37 to 40 acres of land will be needed in the UGA area. This doesn't include the need for additional recreational facilities.

Table PO-3. Planned Parks and Facilities List

Park/Facility Description	Acres	Proposed in the City/UGA
A Street Sports Complex	39	City
RD 48 Fire Station/Park	19	City
Chapel Hill Boulevard	4	City
RD 84 Pasco/Pasco School District	3	City
Burns Road	10	UGA
Multiple parks	37	UGA

Airport Reserve and Other Park Lands

To protect the public investment and future use of the PSC, the Port has acquired over 400 acres outside the operating boundaries of the airport. The bulk of these protection lands are located north of I-182, west of the airport, and north of Burden Boulevard. Because these properties were purchased to prohibit or severely restrict development, they are ideal areas for designated open space.

Two hundred and twenty acres of the northern reserve area has never been farmed or developed. These lands are in a native state, except for minor portions that have been damaged by off-road motorized vehicle activities. These lands are located in Section 2 and Section 11 of Township 9 North, Range 29 East.

The land located in Section 14, between Road 44 and Road 36, is developed with the Golf Land driving range and golf course—a 10-acre soccer park maintained by the City—and a 14-acre research and training farm operated by Columbia Basin College. The balance of the land (53 acres) is in a natural state, with the Big Cross cross-country track occupying 2.2 acres. This land is now under lease with the City. The City has installed a disc golf course in the middle of the trails. The cross-country track is used by the Pasco School District for track meets and is maintained by the City. The general public also uses the track as a walking and jogging trail.

All of the airport reserve property south of I-182 is being used as a grape vineyard.

The Port purchased the described lands to preclude development that is not compatible with airport operations. The land use chapter identifies these lands as severely restricted for development and as such suggests they be designated as open space areas. As Airport needs change and future plans are developed, not all of the airport reserve lands may be needed to protect airport operations.

The City has also owned 28 acres on A Street. This land is slated for additional multi-use sports fields once financing is identified.

Parks and Recreation Plan: Adopted by Reference

The 2016 City of Pasco Parks, Recreation, and Forestry Plan, and any amendments or updates thereto, is hereby adopted and appended to this Comprehensive Plan and should be referred to for detailed actions related to the planning and development of parks, recreation facilities, and sports fields within the Pasco UGA. The Parks, Recreation, and Forestry Plan is also scheduled to be updated in 2021 to address current and future parks and recreational demands.

Preservation of Open Space

The preservation of open space is a key component of protecting our environmental quality, disaster mitigation, local goods production, and compact communities. The adopted Park Parks, Recreation, and Forestry Plan states that the availability of natural areas and open space enhances the community's connection to the outdoors and offers a variety of recreational opportunities.

Many of the goals and policies identified in the Land Use, Transportation, and Capital Facilities Elements of the Comprehensive Plan encourage the preservation of our natural environment and open space.

Resource Lands Element

RCW .70A.170

Introduction

The maintenance and enhancement of natural resource-based industries is a goal of the GMA. As a result, the GMA requires cities planning under the Act to adopt regulations to assure the conservation of natural resource lands, including mineral resource lands. This element of the Comprehensive Plan describes and designates mineral resource lands within the UGA.

Resource Lands Defined

Resource lands are those agricultural, forest, and mineral lands which have long-term commercial significance. It is the intent of the Growth Management legislation that these resource lands be protected and preserved for future generations. This chapter provides the framework from which future regulations will be developed and maintained to preserve resource lands.

Agricultural Lands

Agricultural production occurs within the City and its UGA as a non-conforming permitted use. Wheat, alfalfa, potatoes, corn, and onions are the primary crops produced within the UGA.

Due to the proximity of urban development, the location of major utility lines, the location of I-182 and other major roadways, the agricultural lands within the City and UGA do not have long term commercial significance.

The UGA was established for the purpose of facilitating and accommodating urban growth. Lands outside of the growth area are to be protected for rural activities such as long-term agricultural production. By establishing the UGA, agricultural lands of long-term commercial significance are being protected.

Mineral Resources

The GMA requires each county and each city in the State to designate, where appropriate, "mineral resource lands that are not already characterized by urban growth and that have long term significance for the extraction of minerals." (see RCW 36.70A.170).

The Washington Administrative Code defines mineral resources as lands primarily devoted to the extraction of minerals or that have known potential long-term commercial significance for mineral extraction (WAC 36.190.030[14]).

The Department of Natural Resources (DNR) Handbook *Mining Regulations in Washington* (DNR 2000[7]) states that the definition of surface mining in RCW 78.44 specifically excludes the on-site processing of minerals, such as concrete batch plants, asphalt batch plants, rock crushing, and chemical processing. The Handbook explains that local jurisdictions can regulate these activities.

The City of Pasco is relying on direction of the GMA and the Department of Natural Resources has defined mineral resource lands for the purposes of comprehensive planning as those lands devoted to the extraction of minerals.

Designation of Mineral Resource Lands

The Mineral Resources Map found in the *Franklin County Growth Management Comprehensive Plan* (Franklin County 2008[8]) indicates there are 21 mineral resource sites within Franklin County. The mineral resource lands were identified through a review of local conditions, DNR surface mining data (DNR Permits), U.S. Geological Survey (USGS) mapping and Soil Conservation Service soils data. Of the 21 sites identified in the Franklin County map, three are located within the City of Pasco. The Pasco Shops site, located near the southwest corner of Argent Road and Stearman Avenue, is in fact a stockpile site for the County Road Department and not a mineral extraction location. The other two sites are located on the western edge of the community near Harris Road in Section 12, Township 9 North Range 28 East; and Section 7, Township 9 North Range 29 East. The sites (land owned by different owners) are part of the Central Pre-Mix pit that is used for mineral extraction. These are the only known mineral resource lands of commercial significance within the UGA. These lands contain one of the best gravel deposits in Franklin County. Gravel has been mined at this location since the early 1950s. Prior to that time, it has been reported that gold mining occurred in the area.

[7] DNR (Washington State Department of Natural Resources – Washington Division of Geology and Earth Resources), 2000. *Mining Regulations in Washington*. September 2000.
[8] Franklin County, WA, 2008. *Franklin County Growth Management Comprehensive Plan*. February 27, 2008.

Presently, American Rock Products is mining the lands and producing various types of crushed rock. American Rock Products also produces ready mix concrete utilizing gravel the company mines. The crushed rock and sand that are derived from the American Rock pit are used throughout the region in the construction industry.

Because of the importance of gravel for construction activities and the lack of other known mineable sites, there is a need to protect the lands located in Section 12 and Section 7 for mineral extraction. With the Pasco UGA population project to increase by about 50,148 over the next 20 years, there will be an ever-increasing need for mineral resources for new infrastructure, and residential, commercial, and industrial development.

American Rock estimates that there are enough resource materials in these lands that mining could continue for another 20 to 25 years. The mining activities on Farm Unit 84, Irrigation Block 1 will be completed in 2018, enabling the City to reduce the size of the designated resource lands. With the completion of mining on Farm Unit 84, the mineral resource lands can be reduced from 492 acres to 330 acres.

Through past planning activities, the City has indicated the mined-out lands would be an appropriate location for a lake or marina surrounded by a mixed use commercial and residential neighborhood. This would allow the mined area to have a useful purpose once the mining operations cease.

While the lands described above have been designated for mineral extraction, such use designation is considered an overlay use only. Upon completion of the mineral extraction, the intended and ultimate use of the land is as shown on the land use map discussed in the Land Use Chapter and as shown in land use map (Appendix A).

Mineral Resource Protection

Mineral resource lands, once designated, are to be protected for the extraction of minerals RCW 36.70A.060 (1)(a). In addition to controlling the density and uses around the designated mineral resource lands, the City will protect mineral resources through implementation of the notification requirements of RCW 36.70A.060(1)(b). All plats, short plats, binding site plans, and developed plans approved or issued for development activities within 500 feet of designated mineral resource lands will contain the following notice:

"This (plat/short plat/etc.) is near a designated mineral resource area on which a variety of commercial activities may occur that are not compatible with residential development for certain periods of limited duration. An application might be made for mining-related activities, including mining, extraction, washing, crushing, stockpiling, blasting transporting, and recycling of minerals."

Extraction of Mineral Resources

Due to their industrial nature, gravel pits, mining, and quarries are not permitted uses in any zoning district. They are considered unclassified uses that are deemed to require special review, on a case by case basis, to consider their impacts on adjacent uses and upon surrounding infrastructure. The granting of a conditional use permit/special permit for mineral extraction does not guaranty or include using mineral resource lands for the operation of an asphalt batch plant or concrete pre-mix batch plant.

Asphalt batch plants, hot mix asphalt batch plants, or concrete pre-mix batch plants are industrial uses permitted only within I-3 Heavy Industrial Districts or upon approval of a conditional permit in the I-2 District. Under limited circumstances, such uses may be considered for a conditional permit/special permit in association with the extraction of minerals on designated mineral resource lands only. Special permit applications for the location of asphalt batch plants, hot mix asphalt batch plants, or concrete pre-mix batch plants, in association with the extraction of minerals on designated mineral resource lands, may not be approved due to the location of the resource lands within the UGA. In reviewing an application, the City will consider the impacts of noise, fumes, vibrations, dust, traffic, air borne toxins, and the issues listed in PMC 25.86.060.

Other Resource Lands

Other than the mineral lands discussed above, there are no known resource lands within the Pasco UGA.

Resource Lands Map

The map identifying Mineral Resources Lands in the Pasco UGA can be found in Appendix A: Map CA-1 of the Comprehensive Plan, 2018–2038.

Critical Areas/Shorelines Element

RCW 36.70A.170 (Critical Areas)

RCW 36.70A (Shorelines)

Introduction

Critical areas are defined by the GMA (RCW 36.70A.030 [5]) as wetlands, aquifer recharge areas with critical recharging effect on aquifers used for potable water, frequently flooded areas, fish and wildlife habitat conservation areas, and geological hazard areas. In an ecological or natural sense, these lands provide beneficial values and functions by restoring ground water levels (as in an aquifer recharge), serve as flood protection zones (wetlands), and provide critical food production areas for sustaining fish and wildlife (habitat).

Geologically hazardous areas are deemed critical in the sense that they present hazards to life and property. These areas include lands that are susceptible to erosion, landslides, earthquakes, and other geological hazards.

The City, under the provisions of the GMA, is required to identify critical areas and adopt regulations for the protection of these areas. The City uses the best available science in developing policies and development regulations to protect the functions and values of critical areas and give special consideration to conservation or protection measures. Maps of designated critical areas are shown in Appendix A.

Critical Areas

Wetlands

Wetlands are defined in the GMA (RCW 36.70A.030 [21]) as areas that are saturated with surface water or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted to life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands perform key ecological functions for water quality, hydrology, and habitat as described in Table CA-1.

Table CA-1. Wetland Functions

Key Functions	Wetland Functions
Water Quality	• Reduces siltation and erosion • Provides water filtration • Moderates water temperature
Hydrology	• Stores water to reduce flooding and contributes to base flows
Habitat	• Provides aquatic and woody vegetated habitat for fish and wildlife

Development of the Columbia Basin Project has directly and indirectly caused the formation of many of the wetlands within the County through water management actions and associated facilities. The GMA specifically excludes artificial wetlands intentionally created from non-wetland sites, including but not limited to irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, and farm ponds.

Many wetlands are considered unintentional wetlands, resulting from localized conditions such as seepage from irrigation ditches. These types of wetlands are considered jurisdictional wetlands regulated by state wetland law. Improving water management practices (e.g., implementation of water conservation practices)—which is happening through projects and practices implemented in Franklin County and even in some areas of the City—affects the size and number of wetlands and associated habitats. However, if the irrigation practices are changed (e.g., implementation of water conservation practices), and the wetland dries up and no longer performs wetland functions, then no mitigation is required (Ecology 2010[9]).

In Franklin County, wetlands can be found along the margins, side channels and islands of the Columbia and Snake Rivers. Wetlands mapping and characterization of functions and values were prepared as part of the City's SMP update (Anchor QEA

[9] Ecology (Washington State Department of Ecology), 2010. Ecology (Washington State Department of Ecology), 2010. Focus on Irrigation-Influenced Wetlands. Ecology Publication Number: 10-06-015. July 2010.

2015[10]). Wetlands primarily exist along the Columbia River shoreline, but some interior wetlands also are present, established either directly or indirectly from irrigation water. Of the 48 acres of wetlands mapped within the City, approximately 29 acres are within shoreline jurisdiction.

The shoreline maps identify wetlands within the Pasco UGA in areas along the river shore, particularly in Sacajawea State Park and in the lowlands on the Columbia River bend. There are some locations between these two areas that are also highlighted as possible wetlands. These maps were produced with the use of imagery which, according to the map instructions, has an inherent margin of error. The instructions caution that an on-the-ground inspection is needed to verify the imagery for accuracy.

Much of the Pasco shoreline has been altered due to the construction of the levees that line the shoreline with large basalt riprap. Levee service roads, drainage facilities, and pumping facilities are located directly behind the levees. The areas between the levees, without riprap, have been altered by the removal and replacement of soils with a clay barrier, designed to keep the river from seeping into the community.

However, even with these alterations, some riparian and floodplain wetland areas still exist along the Columbia and Snake rivers and continue to support a variety of plant and animal species. Black cottonwood is the dominant plant species in lowland riparian areas and plays a key role in the integrity of riparian systems (USBR 2008[11]). Other species include a variety of willow species, red-osier dogwood, aspen, water birch, serviceberry, as well as invasive species such as Russian Olive. Reptile and amphibian species found in these habitats include western painted turtle, spotted frog, gopher and garter snakes, and others. Small mammals include beaver, river otter, muskrat, mink, porcupines, raccoons, skunks, and bats. Common avian species include Wilson's phalarope, belted kingfisher, peregrine falcon, and woodpeckers. Species of waterfowl that utilize the wetland and riparian habitats within the affected area include mallard, American wigeon, pelicans, and others (USFWS 2008, 2012[12]).

Fish and Wildlife Habitat Conservation Areas

Two types of habitat conservation areas exist within the City—aquatic and upland (riparian and shrub-steppe habitat).

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[10] Anchor QEA, LLC (Anchor QEA), 2015. *City of Pasco Shoreline Master Program*. June 2015, Revised October 2015.
[11] U.S. Bureau of Reclamation (USBR), 2008. Yakima River Basin Water Storage Feasibility Study Final Planning Report/Environmental Impact Statement. December 19, 2008
[12] U.S. Fish and Wildlife Service (USFWS), 2008, 2012. The Final Hanford Reach National Monument Comprehensive Conservation Plan and Environmental Impact Statement. September 24, 2008.

Aquatic Habitat

The aquatic habitat within the City and UGA consists of the Columbia and Snake rivers. The quality of the aquatic habitat within these systems is controlled by a number of key ecosystem features that combine to provide important ecological functions (or ecosystem services) and support an interconnected array of species, including numerous salmonids species listed as threatened under the ESA. Aquatic habitat features that support healthy salmonids stocks likely also support other aquatic-dependent and aquatic-associated birds and terrestrial species. Some ecosystem features applicable to aquatic habitat, within the shoreline management jurisdiction of the City, include water quality (including presence of contaminants as well as water temperature); water depth; instream cover (such as presence of large rocks and woody debris); substrate size; aquatic and riparian vegetation; and floodplain extent and health.

While there are no known spawning beds in the UGA, upper Columbia and Middle Columbia Steelhead, Upper Columbia Spring-Run Chinook, Sockeye, and Bull Trout/Dolly Varden spawning occur in the rivers. The US Fish and Wildlife Service lists the Bull Trout as a threatened species. The National Marine Fisheries Service lists the Snake River Sockeye, Spring/Summer Chinook, and Fall Chinook as threatened species. The Steelhead is also listed as a threatened species. The river system through the UGA is listed as a critical habitat for the listed anadromous fish species (BergerABAM 2008[13]).

The listed fish species migrate by Pasco as juveniles from April to July, and as adults from April to October. Waterfowl also pass through Pasco during their annual migration.

Shrub-steppe Habitat

Shrub-steppe upland habitat is the largest native land cover type in Franklin County and is also found within the City as small remnant patches. In some areas, shrub-steppe communities abut or nearly abut shoreline areas, and there are small remnants of shrub-steppe habitat interspersed among the irrigated agricultural fields that displaced the original habitat. The primary remaining shrub-steppe plant association type in the City area is big sagebrush-bunch wheatgrass.

Riparian Areas

Riparian areas are located along the shorelines of the City, with varying levels of structural diversity and productivity in terms of organic material, with reductions in diversity and productivity due to levees and upland developed areas. Habitat characteristics of healthy riparian areas include a connected corridor for fish and wildlife travel, vegetation types adapted to wetter soils, occasional flooding, and natural disturbance regimes. Riparian areas also offer important functions for species

[13] BergerABAM, 2008. *Port of Pasco Industrial Center Shoreline Master Plan SEPA.* 2008.

that inhabit the shrub- steppe, as well as species more limited in range to the riparian zone. For shrub-steppe species, they provide a critical water source and often a more productive environment for forage, escape, thermal cover, and nesting sites. For many species, they provide critical winter habitat.

Habitat Modifications

Similar to wetland habitat, the native or natural landscape and environment within the Pasco UGA has been subject to high levels of disturbance because of ongoing agricultural production, industrial and commercial activities, and other forms of urban development for over 100 years. The construction and operation of the transportation system (barge, rail, highway, and airport); mineral extraction; development of urban parks, schools; and other concentrated urban development has significantly diminished the functions and values of natural areas for habitat. The remaining natural sites containing remnants of the original shrub-steppe environment are fragmented in areas that pose serious conflicts for the encouragement of wildlife habitat. The areas enclosed within the PSC (the third busiest airport in the state) are marginal habitat. For the safety of airport operations, and the threat these operations pose to wildlife, encouraging the protection of habitat around the runways is not appropriate. The site at the northwest corner of Broadmoor Boulevard and Harris Road is occupied by a farming operation, South Columbia Irrigation District facilities, and the Central Pre-Mix mineral extraction facility. Much of this area is reserved for the production of mineral resources (Resource Lands Chapter).

The riparian environment in the Pasco UGA has been significantly altered over the years such that its values and functions have been seriously diminished. The Sacajawea State Park and the low-lying areas west of Shoreline Road and north of Harris Road are the exceptions. The State Park and the Columbia Bend area are both adjacent aquatic systems (Columbia and Snake Rivers) that contain elements of both aquatic and terrestrial ecosystems which mutually influence each other. The western portion of Chiawana Park may also provide some beneficial functions and values for riparian habitat.

Aquifer Recharge Areas

Pasco obtains most of its water from the Columbia River, as opposed to ground water aquifers. Water is pumped upstream from the Cable Bridge and treated at the filter plant located on West "A" Street. A secondary diversion point for pumping water from the river is located at the far western edge of the City, south of Harris Road. This pumping facility is currently used for irrigation water. The City also operates a number of wells that provide untreated water for irrigation purposes. The irrigation water from these wells comes from aquifer sources.

The Franklin Conservation District has identified four primary aquifer recharge areas in Franklin County: 1) the irrigated portions of the county; 2) the Scooteney-Eagle Lakes area; 3) areas behind the Snake River dams; and 4) the Washtucna Coulee. The only areas of Pasco that may be considered for aquifer recharge, per the Conservation

District, are the few remaining irrigated farm fields. These fields do not have long-term commercial significance for farming and are not unique geologic features that naturally support aquifer recharge. Without the irrigation and farming activity, these lands would not be considered significant recharge lands. All significant aquifer recharge areas within Franklin County are located outside the Pasco UGA.

Frequently Flooded Areas

The last damaging floods to occur in Pasco were in the late 1940s, early 1950s. Since the construction of the Columbia and Snake River dams and levee system, Pasco has not experienced a major flood. According to the Franklin County Growth Management Comprehensive Plan (Franklin County 2008; page 35), areas most susceptible to flooding in Franklin County are the Esquatzel Coulee and the Kahlotus Creek areas. Both of these flood prone areas are located north of the Pasco UGA. The southern end of the Esquatzel Coulee disappears into the farm circles around the north end of the PSC.

Approximate flooded hazard areas for the Pasco UGA are identified on the Flood Insurance Rate Maps prepared by FEMA. These maps classify floods by category. Most of the UGA is located in flood zone "C"—areas designated as minimal flood hazard. Certain areas of the UGA, such as the Juvenile pond (the Corp of Engineers Drainage pond south of "A" Street), are located in flood zone "A"—areas designated as special flood hazard. Special flood hazard areas are also located in Sacajawea State Park and along the shoreline in the Columbia Bend area. There are some areas behind the levees that are incorrectly identified on the Flood Rate Maps as zone "A". The City is in the process of requesting a map revision to correct the inaccurate designation. Due to the limited number of areas of potential flooding, the Critical Areas Map, in the Comprehensive Plan (Appendix A), does not reflect those areas. Please refer to the Federal Emergency Management Agency (FEMA) maps for that information.

Geological Hazardous Areas

A geological hazard is a natural geologic structure or event that places life and property in danger. The GMA defines geologically hazardous areas as "areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns" [RCW 36.70A.030(9)]. Each year in the United States, geologic or natural hazards cause hundreds of deaths, and cost billions of dollars in property damage and disruption of commerce. These hazards include earthquakes, landslides, mud flows, rockslides, volcanic eruptions, liquefaction, land subsidence (sinkholes), and expansive soils.

There are a number of canyons, coulees, unique rock formations, and cliffs within Franklin County, none of which are in the Pasco UGA. It is within these geological features that most of the County's hazards related to erosion, landslides, and rockslides can occur. There are no cliffs, canyons, or coulees within the Pasco UGA.

Slopes of 15% or more can be found to the west of Dent Road in the northwest portion of the UGA, and to the west of the PSC in Sections 11 and 14 in Pasco.

The three principal natural factors that influence landslide related hazards are topography, geology, and precipitation. As noted, the Pasco UGA is devoid of cliffs, canyons, coulees, and other geological features that pose threats to life and property—from rockslides or various types of landslides. There are, however, slopes in excess of 15% in Sections 11 and 14 west of the airport and along the west side of the north/south portion of Dent Road. The third natural factor to influence landslides is precipitation. Slope saturation by water is the leading cause of landslides. Pasco receives from 5 to 7 inches of precipitation a year, an insignificant amount to cause any concern about slope saturation.

A majority of the earthquakes in Washington occur around Puget Sound. Eastern Washington experiences low seismic activity except for the western edge of the Columbia Basin and the Washington-Oregon border areas. The most recent earthquake of note to occur near Pasco was located northwest of Othello and occurred on December 20, 1973. This was 4.4 magnitude earthquake.

Liquefaction susceptibility is influenced by the process that created various soil deposits. Saturated alluvial soils or Aeolian soils are most susceptible to liquefaction. According to mapping prepared by the DNR, there are two areas within the Pasco UGA that may be susceptible to liquefaction. These areas include the low-lying lands in the Columbia Bend area and a band of land stretching southeasterly along the Columbia River, from Road 52 to the Snake River. The Critical Areas Map (appendix A) is a generalized location of lands that may be susceptible to possible liquefaction. This map can only be considered a general guide and should not be used as a substitute for on-site investigation. Past on-site studies (Shannon and Wilson 2008[14]) have shown the composition of the soils within the mapped liquefaction area are not all prone to liquefaction.

In addition, the Port formally requested an amendment to the Plan to remove the critical areas designation from their Osprey Pointe development area—based on a 2009 on-site geotechnical investigation from Landau Associates—concluding the area is not at widespread risk for liquefaction.

In summary, the risk of a geological event is minimal. For such an event to occur, the ground would have to be saturated to coincide with the timing of an earthquake. Present development standards are in place to address this issue.

[14] Shannon and Wilson, 2008. Technical Memo on Geotechnical Conditions in certain areas of the City, on file with the City of Pasco. July 2008

Critical Areas Map

The Critical Areas Map located (Appendix A) identifies general locations of probable critical areas. Additional onsite investigation may be required at the time of development to determine the full extent of these critical areas.

Introduction - Shorelines

Shoreline Management Act (SMA)

The State Shoreline Management Act (SMA) was established in 1971 and approved by a voter referendum in 1972. The goal of the SMA was "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines." Shorelines include all marine waters, streams with flow of more than 20 cubic feet per second, lakes 20 acres and larger and shorelands that extend 200 feet upland from the water's edge.

In developing Shoreline Master Programs, local jurisdictions are required to give preference to uses along shorelines in the following order (RCW 90.58.020):

1. Recognize and protect the statewide interest over local interest
2. Preserve the natural character of the shoreline
3. Results in long term over short term benefit
4. Protect the resources and ecology of the shoreline
5. Increase public access to publicly owned areas of the shoreline
6. Increase recreational opportunities for the public in the shoreline
7. Provide any other elements as defined in RCW 90.58.100 deemed appropriate or necessary

Growth Management and Shorelines

The goals and policies of the City's SMP are considered an element of this Comprehensive Plan—according to RCW 36.70A.480—along with the shorelines regulations.

There are eight land use and water elements within the Shoreline Master Program. The implementation goals for each element are as follows:

1. **Economic Development*:*** Economic development is to be encouraged along the shoreline with minimal disruption to the environment while enhancing the quality of life. The Port of Pasco Master Plan for redevelopment of the Port supports this element.

2. **Public Access and Recreation:** While preserving ecological systems, diverse, convenient, and adequate recreational opportunities are encouraged for all residents. The City and Franklin County recently completed construction on new a new boat launch, dock, and parking facilities at Road 54 to enhance access to the river. The Marine Terminal/Boat Basin Plan, approved by Pasco city Council in December of 2010 (Resolution 3292), and the Rivershore Linkage and Amenity Plan, approved by council in July of 2012 (Resolution 3413), also address issues of river access in support of this element.

3. **Circulation**: This element deals with the location and extent of major streets and transportation routes through the community. The goal is to assure efficient movement of people, goods, and services with minimum disruptions to the shoreline environment. The City and the Port have collectively added trails along the shoreline to complete the Sacajawea Heritage Trail on the Pasco side of the Columbia River. The Marine Terminal/Boat Basin Plan and the Pasco Bicycle and Pedestrian Master Plan, adopted by council in October 2011 (Resolution 3347), support this element.

4. **Shoreline Use and Modification:** The Shoreline Use and Modification Element considers the pattern and distribution of land uses on the shorelines and uses associated with the rivers. The goal is to encourage the best possible land and water use allocations without diminishing the quality of the natural and human environment. The Rivershore Linkage and Amenity Plan also supports this element.

5. **Conservation:** This element deals with the preservation of the natural shoreline resources. The goal is to conserve and enhance the renewable resources of the region, to conserve fragile, scenic areas, and to restore damaged ecosystems where feasible.

6. **Historic, Cultural, Scientific, and Educational Resources:** The History and Cultural Element deals with the natural restoration of areas blighted by abandoned and dilapidated structures. Part of the goal is to provide protection to objects, sites, and structures that are significant to history, architecture, archaeology, or culture.

7. **Flood Hazard Management:** The Flood Hazard Management Element is designated to protect public safety within river floodways and floodplains, and to protect natural systems. This is done by preserving the flood storage

function of floodplains, and the purpose is to diminish potential hazards that may be caused by inappropriate development in areas where severe and costly flooding is anticipated to occur. It is acknowledged that water levels in Columbia and Snake rivers next to the City are generally stable as part of the USACE McNary Pool project

8. **Private Property Rights:** The Private Property Rights element recognizes and protects private property rights in shoreline uses and developments consistent with the public interest.

Goals and Policies

Goals and Policies are contained in Chapter Two of Volume I, Comprehensive Plan 2018-2038, and in the City's adopted Shoreline Master Program. Shoreline goals and policies are incorporated by reference as part of the Comprehensive Plan goals and policies.

Implementation

Pasco's shoreline consists of approximately 515 acres of land on the Columbia and Snake rivers shoreline. A SMP was developed and adopted by the Pasco City Council and approved by the Department of Ecology in 2016. This Comprehensive Plan incorporates the SMP by reference. The SMP aims to utilize Pasco's shoreline for various water-oriented uses and facilities while protecting the ecological functions and cultural and historic values of the shoreline. The SMP designates seven shoreline environments as follows:

1. Aquatic
2. Natural
3. Urban Conservancy
4. Recreation
5. Shoreline Residential
6. Public Flood Protection
7. High Intensity

The SMP includes shoreline use and modification regulations, along with critical areas regulations specific to shoreline areas, to guide development, maintain no net loss of ecological functions, and provide for continued public access.

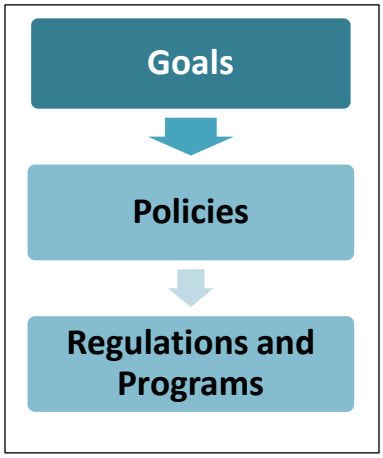
Implementation

RCW 36.70A.180

Introduction

The Introduction contained in Volume I of this Comprehensive Plan contains information on the various means the City of Pasco employs to implement the Plan. This Plan will not only be implemented through the goals and policy statements contained herein, but also through the use of regulatory measures, concurrency management, annual capital budgeting, and administrative actions.

Goals and Policies



The Goals and Policies of the Plan are found in Volume I and are used to guide the decision-making processes related to land use and the physical development within the Pasco UGA. Goals and policies have been adopted for land use, housing, capital facilities, utilities, transportation, economic development, and implementation and monitoring.

Regulatory Measures

Regulatory measures used to implement the Plan include all regulations (development or otherwise) dealing with the use and development of land within the City. Code RCW 36.70A.030 (7) defines development regulations as "the controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, critical area ordinances, shoreline master programs, official controls, planned unit development

ordinances, subdivision ordinances, and binding site plan ordinances together with any amendments thereto."

The following Pasco Municipal Codes are the regulatory measures used to implement the Plan:

- PMC Title 4, Permit Process
- PMC Title 5, Business Licenses and Regulations
- PMC Chapter 9.60, Public Nuisances
- PMC Title 12, Streets and Sidewalks
- PMC Title 13, Water and Sewers
- PMC Title 14, Public Works
- PMC Title 16, Building and Construction
- PMC Title 17, Sign Code
- PMC Title 19, Residential Parks (Mobile Home Parks)
- PMC Title 23, Environmental Impact (including Critical Area regulations)
- PMC Title 24, Flood Plain
- PMC Title 25, Zoning
- PMC Title 26, Pasco Urban Area Subdivision Regulations
- PMC Title 27, Historic Preservation, and the Shoreline Master Program.

Capital Improvements

The City's annual capital project process is used to identify major projects necessary to address urban development needs within the city. Capital improvement projects include water, sewer, parks, streets, and similar facilities that support urban levels of service. It is through the CIP that the City is able to maintain the adopted levels of service. Development activity can support the goals and policies of this Comprehensive Plan.

Administrative Actions

Administrative actions include development review, development permitting, preparation of reports, making information available to the public, and review of projects for concurrency.

The principle Administrative Actions or documents used to implement the Plan are as follows: Administrative Order No. 76 (Building Permit/Development Review Process); Power of Attorney for Covenant on Utility Services (Outside Annexation Agreements); City of Pasco Standard Specification (street and utility standards); and plat and utility plan review processes as used by the City Planning and Engineering Departments.

Concurrency

Concurrency is discussed in the Transportation Element of Volume II. Under the GMA, concurrency must be established for transportation facilities; however, jurisdictions may establish concurrency for any public facility or service. The City of Pasco adopted Ordinance No. 3821 establishing concurrency procedures for transportation facilities in conjunction with new development.

The City will monitor the cumulative impacts of new development by taking periodic traffic counts on selected streets. The City may also undertake periodic studies to assess the overall circulation system and or utility system within the City for compliance with the adopted level of service standards.

Amendments

Amendments to the Comprehensive Plan are legislative actions requiring City Council approval. With a few exceptions, amendments cannot be considered more often than once per year. Major Plan updates occur by legislative action on a seven-year cycle as prescribed by RCW 36.70A.130 (4) (d). For Pasco and the other cities within Franklin County, this seven-year cycle began on December 1, 2007, with the next major update to be completed by December 1, 2014. However, due to general economic decline experienced throughout the Tri-Cities during the late 2000s recession, the City of Pasco was granted an extension with the agreement that an update to the Comprehensive Plan would occur by 2018 at the latest.

Amendments to the Comprehensive Land Use Plan or map are generally not to be considered more often than once per year, although there are exceptions to this rule. Amendments can be requested by the City or by private individuals (PMC 25.215.020). Multiple applications for amendments will be considered in a single legislative review process, in order to evaluate the potential cumulative effect of the requests. Applications for amendments are accepted from January to August. Planning Commission review begins no later than October, with City Council action occurring by the end of the calendar year.

Annual amendments will address proposed changes to the goals, policies, and text of the Comprehensive Plan, changes to supporting data and implementation, changes to the land use and other maps, and changes to the inventories.

Every ten years the annual amendment review may be combined with the required review of the UGB pursuant to RCW 36.70A.130 (3).

Amendments may be considered and approved outside the standard annual process whenever an emergency exists or when necessary to resolve an appeal filed with the Growth Management Hearings Board or the court (RCW 36.70A.130).

Specific Implementation Tools

Table IMP-1 describes various tools to implement the Elements of this Comprehensive Plan.

Table IMP-1. Implementation Tools

Elements / Tasks	Implementation Tools / Documents
Land Use	
Annexations	• PMC 25.220 Annexation Procedure • RCW 35A.14 Annexation by Code Cities
Zoning	• PMC 25 Zoning Regulations • PMC 4 Permit Process • PMC 23 Environmental Impact (SEPA) • PMC 28 Critical Areas Ordinance • PMC 29 Shoreline Regulations
Subdivisions	• PMC 21 Pasco Urban Area Subdivision Regulations • City of Pasco Standard Drawings and Specifications • PMC 4 Permit Process • PMC 19 Mobile Homes • PMC 3.4 Impact Fees • PMC 3.45 School Impact Fees • PMC 3.501 Park Impact Fees • PMC 23 Environmental Impact (SEPA) • PMC 28 Critical Areas Ordinance • PMC 29 Shoreline Regulations
Streets	• PMC 12 Streets and Sidewalks • PMC 12.36 Concurrency • PMC 3.40 Impact Fees (Traffic) • Resolution 1372 Right-of-Way Dedication • City of Pasco Standard Drawings and Specifications • Capital Improvement Plan • Washington State Department of Transportation Design Manual
Water and Sewer	• PMC 13 Water and Sewers • City of Pasco Standard Drawings and Specifications • Capital Improvement Plan

Elements / Tasks	Implementation Tools / Documents
Building	• PMC 16 Building and Construction Regulations • PMC 4 Permit Process • PMC 17 Sign Code • PMC 19 Residential Parks • WAC 51-11C State Energy Code • PMC 23 Environmental Impact (SEPA)
Businesses	• PMC 5 Business Licenses and Regulations
Peace and Safety	• PMC 9.56 Dust Control • PMC 9.60 Nuisances • PMC 9.62 Noise Regulations
Other Area Master Plans	• Comprehensive Water Plan • Comprehensive Sewer Plan • Comprehensive Stormwater Plan • Comprehensive Park, Recreation, and Forestry Plan • Broadmoor Area Master Plan • Boat Basin and Marine Terminal Plan • Tri- Cities Rivershore Master Plan • Pasco Bicycle and Pedestrian Master Plan
Housing	
Land Use	• PMC 25 Zoning Regulations • PMC 21 Pasco Urban Area Subdivision Regulations • Broadmoor Area Master Plan • PMC 23 Environmental Impact (SEPA) • PMC 28 Critical Areas Ordinance
Construction	• PMC 16 Building and Construction Regulations • PMC 4 Permit Process • PMC 19 Mobile Homes • WAC 51-11C State Energy Code
Fair Housing	• Tri-Cities Analysis of Impediments to Fair Housing • Benton-Franklin Counties Continuum of Care for the Homeless 2015-2019 • Consolidated Community Development & Affordable Housing Plan • PMC 9.68 Discrimination in Housing
Peace and Safety	• PMC 9.56 Dust Control • PMC 9.60 Nuisances • PMC 9.62 Noise Regulations
Utilities	• PMC 12 Streets and Sidewalks

Elements / Tasks	Implementation Tools / Documents
	• PMC 12.36 Concurrency • City of Pasco Standard Drawings and Specifications • Capital Improvement Plan • Washington State Department of Transportation Design Manual • PMC 13 Water and Sewers
Capital Facilities	
Phasing and Priorities	• Through the annual CIP process the City Council prioritizes capital projects • PMC 21 Pasco Urban Area Subdivision Regulations
Facility Construction	• PMC 16 Building and Construction Regulations • PMC 4 Permit Process • PMC 12 Streets and Sidewalks • Resolution 1372 Right-of-Way Dedication • PMC 12.36 Concurrency • PMC 26 Pasco Urban Area Subdivision Regulations • City of Pasco Standard Drawings and Specifications • PMC 3.132 Impact Fees (Traffic) • PMC 3.133 School Impact Fees • PMC 3.133-1 Park Impact Fees • PMC 23 Environmental Impact (SEPA) • Comprehensive Water Plan • Comprehensive Sewer Plan • Comprehensive Stormwater Plan • Comprehensive Park, Recreation and Forestry Plan • Resolution 1373 Park Planning in Riverview Area • Resolution 1149 Water Utility Extension Beyond the City Limits • Resolution 3590 Sewer Utility Extension Beyond the City Limits • Capital Improvement Plan
Other Area Master Plans	• Comprehensive Water Plan • Comprehensive Sewer Plan • Comprehensive Stormwater Plan • Comprehensive Park, Recreation, and Forestry Plan • Boat Basin and Marine Terminal Plan • Tri- Cities Rivershore Master Plan • Pasco Bicycle and Pedestrian Master Plan

Elements / Tasks	Implementation Tools / Documents
Non-City Utilities	
Utility Review & Siting	• PMC 16 Building and Construction Regulations • PMC 4 Permit Process • PMC 12 Streets and Sidewalks • PMC 6.04 Garbage Regulations • Resolution 1372 Right-of-Way Dedication • PMC 12.36 Concurrency • PMC 26 Pasco Urban Area Subdivision Regulations (Plats) • City of Pasco Standard Drawings and Specifications • Franchise Agreements between the City and Utility providers
Transportation	
Airport	• Port of Pasco Tri-Cities Airport Master Plan • PMC 25.190 Airport Overlay District • Airport Reserve designation on the Land Use Map
Streets	• PMC 12 Streets and Sidewalks • PMC 12.36 Concurrency • PMC 3.132 Impact Fees (Traffic) • Resolution 1372 Right-of-Way Dedication • City of Pasco Standard Drawings and Specifications
Finance	• Capital Improvement Plan • PMC 12.36 Concurrency • PMC 3.132 Impact Fees (Traffic) • Transportation Improvement Plan
Other Area Master Plans	• 2017 Benton-Franklin Council of Governments Metropolitan / Regional Transportation Plan • Comprehensive Stormwater Plan
Parks and Open Space	
Parks services and maintenance	• Comprehensive Park, Recreation and Forestry Plan • Resolution 1373 Park Planning in Riverview Area • PMC 3.133-1 Park Impact Fees • Capital Improvement Plan • PMC 21 Pasco Urban Area Subdivision Regulations
Public Services	
Service Provisions	• Capital Improvement Plan • Pasco Annual Operating Budget • The Emergency Services Master Plan 2016, Pasco Fire Department

Elements / Tasks	Implementation Tools / Documents
	• Police Services Strategic Plan
Resource Lands	
Protection of Resource Lands	• Resource Lands Map (Designating Resource Lands) • PMC 25 Zoning Regulations • PMC 21 Subdivision Regulations • PMC 23 Environmental Impact (SEPA) • RCW 36.70A.170 (Resource Lands Designation) • RCW 36.70A.060(1)(b) Plat and Short Plat Requirements
Critical Areas & Shorelines	
Protection, use and maintenance	• PMC 28 Critical Areas Ordinance • Pasco Shoreline Master Program • PMC 29 Shoreline Regulations • PMC 23 Environmental Impact (SEPA) • RCW
Economic Development	
Resources	• Capital Improvement Plan • Comprehensive Economic Development Strategy Project (BFCOG) • Historically Underutilized Business Zones (SBA) • Opportunity Zones
Other Area Master Plans	• Comprehensive Water Plan • Comprehensive Sewer Plan • Comprehensive Stormwater Plan • Comprehensive Park, Recreation, and Forestry Plan • Boat Basin and Marine Terminal Plan • TRIDEC Plan of Work • Tri- Cities Rivershore Master Plan • Pasco Bicycle and Pedestrian Master Plan